

THE Commercial & Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,
A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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The Chronicle.

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THE FINANCIAL SITUATION.

There has been in some respects a decided improvement in the situation during the past week. The most important feature of the change—the one probably governing all others—is that the weather has grown warm and forcing and the crop condition has been improving daily. It is now known that the South has secured an excellent harvest of breadstuffs—perhaps, taken together, better than ever before—and that it has the opening promise of a liberal cotton crop; while throughout the North and Northwest the harvest prospects are very encouraging. It is not surprising under such circumstances, therefore, and with a large short interest outstanding in Wall Street, that there should have been some eagerness shown to cover and a substantial advance in prices established.

Besides, it is a growing conviction that, unless we are to have a panic, which there is no reason to anticipate, values of good properties have reached a low level. To be sure, there are unfavorable features in the financial situation, but good crops may delay their development, perhaps defer them until another session, when Congress may have the wisdom to meet and solve them. If one could only remove the possibility of danger which lurks beneath these causes, the present surroundings would seem especially promising. This is peculiarly true so far as the stock market is concerned, for there has been during the past eleven months, an enormous liquidation, in some respects greater in extent than that which followed the panic of 1873; so that, considering the changed and improved condition of the country during the past nine years, prices of the leading stocks seem by no means high. The following table indicates that the shrinkage in the capital of 115 corporations

has thus far amounted in about eleven months to \$514,668,038. The panic of 1873 resulted in the violent shrinkage in 24 stocks of \$151,716,484, to which may be added a further shrinkage during the following year of \$76,600,000 (according to statements compiled at that period), making together \$228,316,484. The speculation in the market which accompanied the resumption of specie payments, carried prices of 69 stocks upward about \$218,000,000 from September 1878, to October, 1879. In the table which follows allowance should be made for the new stock issued by the Chicago Burlington & Quincy, for the increase in the capital of the Richmond & West Point Terminal from \$5,000,000 to \$15,000,000, rights to subscribe for which carried the market price of the original stock upward, and for the corner in Hannibal & St. Joseph common stock in September last. The percentage of decline shown in the table is from the highest figures in 1881 to the lowest in 1882.

SHRINKAGE.		SHRINKAGE.	
Per Cent.	Value.	Per Cent.	Value.
Albany & Susq. 5	175,000	N. Y. Central 31½	28,058,128
Bos. Air Line, prf 11½	94,070	N. Y. Elevated 30½	1,982,500
B. C. R. & N. 20	1,100,000	Erie 19½	15,100,084
Can. Southern 46	6,900,000	Do pref. 29½	2,251,449
Cedar F. & Min. 25½	404,835	N. Y. N. B. & H. 22	3,410,000
Central Iowa 15	315,000	N. Y. Ont. & W. 23½	13,656,768
Cent. N. Jersey 47¼	8,817,520	Nordk. & West. 6½	185,000
Central Pacific 17	10,076,835	Do pref. 25½	3,869,500
Ches. & Ohio 14	2,226,854	Northern Pac. 22½	10,902,000
Do 1st pref. 21	1,522,038	Do pref. 21½	9,044,295
Do 2d pref. 16	1,310,160	Ohio Central 24½	4,500,000
Chic. & Alton 28½	3,187,554	Ohio & Miss. 33½	6,600,000
Ch. B. & Q. (w. stk) 55	34,269,707	Do pref. 35½	1,420,575
St. Paul 24¾	5,050,038	Ohio Southern 25½	1,536,000
Do pref. 21¾	3,060,297	Ore. & Transcon 23	4,600,000
Northwest 12	1,813,512	Panama 10	700,000
Do pref. 11½	2,553,954	Peo. Dec. & Ev. 32½	2,751,000
Rock Island 23	9,650,800	Reading 23½	7,608,864
Chic. St. L. & N. O. 20	2,000,000	Pitt. Ft. W. & Ch. 8½	1,575,707
Omaha 21¾	3,656,232	Rich. & Allegh. 64	3,200,000
Do pref. 12	1,181,782	Rich. & Danv. 72	2,880,000
Cin. San. & Clev 24¾	4,434,327	R. & W. Pt. (for 5 millions) 127½	19,125,000
C. C. & Ind. 36¼	1,011,987	Roch. & Pitts. 27½	1,090,000
Clev. & Pitt. gu. 9	250,000	Rome W. & Og. 30½	1,614,639
Col. & Gr. pref 25	3,763,503	St. L. A. & T. H. 57½	1,322,500
C. C. & I. Central 27	3,861,500	Do pref. 88½	2,190,705
Del. Lack. & W. 14¾	17,787,600	St. L. & San F. 20½	2,152,500
Den. & Rio Gr. 61	300,000	Do pref. 38½	3,825,000
Dub. & S. City 6	3,368,750	Do 1st pref. 36½	1,625,625
E. Tenn. Va. & Ga 12¼	2,887,500	St. P. & Duluth 16½	669,141
Do pref. 17½	23,856,620	Do pref. 21	1,102,197
Han. & St. J. com (corner) 260	2,287,350	Manitob. (1882) 28½	4,237,500
Do pref. 45	3,477,105	Texas & Pac. 39¼	10,210,495
Hou. & Tex. Cent. 45	5,292,500	Tol. Del. & Bur. 27½	1,925,000
Ill. Central 18¼	1,827,500	Union Pacific 24¾	15,064,953
Ind. Bl. & West. 21½	1,327,500	Wabash 37½	10,028,258
Keok. & Des M. 16¾	548,856	Do pref. 50½	12,380,330
Do pref. 36	3,622,250	Am. Dist. Tel. 43¼	1,038,000
L. Erie & West. 39¼	6,667,977	Canton 13¼	95,108
Lake Shore 37¾	1,350,000	Col. Coal & L. 29	2,900,000
Long Island 13¾	522,606	Del. & Hudson. 12½	2,500,000
Louis. & Mo. R. 23	8,974,795	N. Y. & T. P. Land 12	180,000
Louis. & Nash. 49½	3,250,000	Ore. R. & N. Co. 62	11,160,000
Louis. N. O. & C. 60½	2,145,000	Pacific Mail 25½	5,050,000
Manhattan E. 16¾	1,608,750	Pullman 34	4,266,116
Manhatt'n B'ch 34¾	1,296,896	Sutro Tunnel 4¾	780,450
Mar. & Cin. 1st pf 16	488,411	West. Union 16	12,800,000
Do 2d pf. 11	2,663,377	Adams Exp. 19	2,280,000
Memph. & Char. 48¼	2,730,000	American Exp. 8	1,440,000
Metropolit'n El. 42	9,275,409	U. S. Express 9	630,000
Michigan Cent. 49½	1,156,250	Well-Fargo 2	125,000
Mil. L. S. & W. pf. 23½	690,400	Consol. Coal 15	1,537,500
Min. & St. Louis 11¾	465,000	Maryland Coal 22	968,000
Do pref. 17½	11,297,800	Penn. Coal 14	700,000
Mo. Kan. & Tex. 28	8,400,000	Camer. N. Coal 18¼	456,250
Missouri Pac. 27¾	1,476,465	New Cen. Coal 21¾	1,087,500
Mobile & Ohio 11¼	1,687,500		
Morris & Essex 49½	3,368,518		
Nashv. C. & St. L.			

Total..... 514,668,038

The above statement must of course be qualified by the modifications referred to above, and even then it is not fair or wise to infer that the old quotations were warranted. Stock values depend upon earning capacity and honesty in management. In regard to the former, it is only fair to say that the marvelous development in the West, Northwest and Southwest, with the army of immigrants still moving in those directions, gives, with bountiful harvests, broad promise of future growth in business and of earnings if rates are sustained. This seems to be the view the street is taking of the question to-day, and putting away all possibility of financial disturbance—the money market being relieved by the Government, in the manner hereinafter indicated, from fear of closeness while the crops are moving—the disposition is to look for a gradual recovery. At the moment, however, the short interest seems to have been caught napping. Probably last week's decline was engineered by the speculators for an advance, with a view to increase the short interest. A few stocks were singled out for attack, and the demoralization attending the fall in them enabled the leading speculators to secure a large line of these and other properties, and when this was accomplished the market was turned upward, and it has been pretty steadily advanced each day since, some of the speculators for a fall endeavoring to cover the stocks which were largest oversold, and thus giving an impetus to the rise.

The renewed activity and advance has thus been mainly the work of manipulators, and yet it is not well to ignore the more favorable features in the situation which we have indicated above. Confirmatory reports favorable to the crops will undoubtedly tend to stimulate speculation, and to be short in the market at such a time is only to encourage the twist which it invites. Besides it is reported that the trunk line roads will advance rates on east-bound business on the 1st of July. Then, too, is it not probable with easy money and abundant harvests in Europe and with very large earnings on our roads after the crops begin to move, that a considerable European demand for our stocks will arise? The special feature this week has been the advance in the Vanderbilt specialties and this has been mainly because of the large short interest and the closing of the books for the regular dividend on New York Central. There was a recovery also in Western Union, caused by the very favorable exhibit made of the business of the current quarter and by the declaration of the usual dividend. Furthermore, the stocks which were sharply depressed last week, have reacted, and although, as was natural after so rapid a rise, there has since been more or less of a decline, the tone of the market may be regarded as more settled and positive.

The shipment of gold to Europe this week has been moderate, amounting on Wednesday to \$1,420,000, of which \$1,208,000 consisted of gold bars procured from the Assay Office. It is understood that the Superintendent is willing to receive certified checks, payable in gold, for bars, instead of requiring purchasers to pay for them with gold coin. There appears to be no special authority in the law permitting such a course on the part of the Superintendent, but he may consider that he has discretion in the matter, as the acceptance of certified checks will doubtless be a great convenience to shippers and other purchasers of the bars. The following is a copy of the law under which the exchange is made. It will be remembered that this act was passed only a few weeks since.

Be it enacted, &c., That the Superintendents of the Coinage Mints of the United States Assay Office at New York, are hereby authorized to

receive U. S. gold coin from any holder thereof, in sums not less than \$5,000, and to pay and deliver in exchange thereof gold bars in value equaling such coin so received.

A careful estimate has been made by bankers who are in a position to be well informed, of the amount of gold that will probably be required to complete the contract for the Italian loan. It is now said that arrangements are made for all but about £1,500,000, and that this amount will be obtained without at all disturbing either the European markets or our own. This is important because further shipments will now depend upon the urgency of the demand for the settlement of bankers' and mercantile credits, and it is quite possible that the amounts yet to go forward for these purposes will be comparatively small. Indeed, some of the foreign bankers regard it as probable that gold shipments will soon cease, as the supply of bills resulting from the exports of produce will steadily increase. The exchange market continues dull, and in the early part of the week the rates were close up to the gold-shipping point. Since Wednesday, however, the demand has lessened, and under a larger supply rates were lowered yesterday.

Money on call has been extremely easy this week, the rate on stock collateral falling as low as 1 per cent on Wednesday. This, however, was chiefly due to the large short interest in the stock market, some shares, notably the Vanderbilts, loaning at from 1-64 to 1-16 of one per cent for use. This abnormal condition of the money market cannot be expected to continue if stocks should further rise, for the covering of the short contracts will bring about a resumption of the demand for money to carry these properties. There are also some indications of a better inquiry at Western centres, probably for the purpose of moving grain from the Southwest. The domestic exchanges at St. Louis and Chicago are off a little this week, but the changes at other points are unimportant.

Washington reports as to the disposition which may possibly be made of the legal-tenders in the Treasury for redemption of national bank notes, have had something to do this week with the better feeling on Wall Street. It will be remembered that, according to the last Treasury report, these accumulations had, on June 1, reached \$34,502,698. This fund, some feared, would go on steadily increasing, and this has been one cause of anxiety for the future of the money market. We have, however, given less importance to this feature, as the fund is now no larger than it was a year ago, when it was \$34,778,687. To be sure, it subsequently declined, and on April 1, 1882, it had fallen to \$29,103,929, and from that date it has gradually increased. On the other hand, however, it is to be remembered that our bank currency has in the meantime been expanding, the total outstanding on June 1, 1881, being reported by the Comptroller at 353 million, and on June 1, 1882, at 359 million. For these reasons we have not looked upon this deposit of legal-tenders for redemption of bank notes as a probable cause of disturbance, unless the Bank Charter bill fails to pass.

Still, representations have been made to the authorities at Washington of the propriety of letting out these accumulations. Those desiring it claim that there is no real necessity for their remaining in the Treasury vaults. It has been suggested that the fund might properly be transferred to the depository banks of this city, where it could be held subject to the draft of the Treasurer as needed, these banks giving security in the form of bonds for the deposit. Whether or not the Secretary will adopt the suggestion remains to be seen. But it is reported that the mat-

ter has been referred to the Attorney General for his opinion. In view of the possibility that Congress will delay action upon the bill extending bank charters, or that the bill will be so loaded with amendments in the Senate as to fail in the House, it is certainly well to know that a step can be taken by the Secretary which will make the process of liquidation under the existing law as easy and undisturbing as possible. If the Bank Charter bill passes, however, we cannot see any reason in the present condition of this fund for any change with regard to it.

The Treasury operations for the week, excluding the receipt of \$1,000,000 gold from Philadelphia and \$1,000,000 legal tenders from Washington, resulted in a loss, which is a gain to the banks, of \$3,315,107 24. The following shows the interior movement.

Receipts at and Shipments from N. Y.	Received.	Shipped.
Currency	\$1,540,500	\$548,000
Gold	60,000	24,000
Total	\$1,600,500	\$572,000

The Bank of America, the gold depository of the associated banks, received \$2,600,000 gold on account this week, and paid out nothing.

The bank return of last week was made up on rising averages for specie, the payments by the Treasury for called bonds being made so late in the week that they only partly counted in the statement. Bearing this fact in mind, the following will give an indication of this week's bank return.

	Into Banks.	Out of Banks	Net Gain.
Sub-Treasury operations, net...	\$3,315,107	\$.....	\$3,315,107
Interior movement.....	1,600,500	572,000	1,028,500
Gold exported this week .....	.....	1,420,000	*1,420,000
Total.....	\$4,915,607	\$1,992,000	\$2,923,607

* Loss.

The Assay Office paid \$236,452 through the Sub Treasury during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Silver Dollars.	Silver Certificates.
June 9....	\$353,256 02	\$239,000	\$32,000	\$.....	\$81,000
" 10....	367,624 58	242,000	29,000	1,000	96,000
" 12....	523,525 10	388,000	26,000	.....	109,000
" 13....	423,484 73	251,000	31,000	1,000	142,000
" 14....	277,820 03	178,000	35,000	.....	63,000
" 15....	261,409 40	191,000	27,000	.....	46,000
Total....	\$2,207,119 86	\$1,489,000	\$180,000	\$2,000	\$537,000

The following table will show relative prices in London and New York of leading securities at the opening each day.

	June 12.		June 13.		June 14.		June 15.		June 16.	
	London prices.*	N.Y. prices.*	London prices.*	N.Y. prices.*	London prices.*	N.Y. prices.*	London prices.*	N.Y. prices.*	London prices.*	N.Y. prices.*
U.S. 4s.c.	120.20	120.96	120.29	120.96	119.56	120.96	120.54	120.96	120.54	120.96
U.S. 3½s	101.43	101.46	101.43	101.46	101.43	101.46	101.43	101.46	101.43	101.46
Erie.....	33.93	34.46	35.03	35.46	35.40	35.96	36.01	36.46	35.77	35.96
2d con.	80.67	80	80.18	81	82.12	82.96	84.08	84	84.08	84
Ill. Cent.	132.79	132.46	133.67	133.46	134.01	133.96	134.87	134.96	134.50	134
N. Y. C.	127.80	127.46	129.36	129.96	129.36	129.96	129.36	131.46	128.87	129.96
Reading	93.70	93.96	97.44	97.46	97.80	97.96	99.15	99.46	98.48	98.96
Exch'ge. cables.	4.90		4.90		4.90		4.90		4.90	

* Expressed in their New York equivalent.

† Reading on basis of \$50, par value.

‡ Ex interest.

The Bank of England return shows a gain of £499,000 bullion for the week, and £230,000 more on balance on Thursday. The Bank of France reports an increase of 3,150,000 francs gold and a decrease of 250,000 francs silver. The following shows the amount of bullion in each of the principal European banks this week and at the corresponding date in 1881.

	June 15, 1882.		June 16, 1881.	
	Gold.	Silver.	Gold.	Silver.
Bank of England.....	23,640,704	.....	26,522,419	.....
Bank of France.....	37,893,734	46,307,034	25,156,956	49,518,190
Bank of Germany.....	7,353,500	22,060,500	7,439,250	22,317,750
Total this week.....	68,883,938	68,367,534	59,118,625	71,835,930
Total previous week.....	68,218,334	68,218,139	58,311,263	71,633,080

† The above gold and silver division of the stock of coin of the Bank of Germany is merely popular estimate, as the Bank itself gives no information on that point.

ERIE'S CINCINNATI LINE.

The election this week of directors of the Cincinnati Hamilton & Dayton secures to the Erie control of that road, and at the same time confirms our remark, made when the prospective change in ownership was first mentioned, that the Erie had acquired an absolute majority interest and that the New York Chicago & St. Louis though having obtained a large block of stock, held only a minority interest. After the first announcement of the purchase of control by Mr. Jewett, of the Erie, many affected to believe that the pool which had sold the stock to him and undertaken to deliver it, would be unable to fill their contract to the full number of shares required and that consequently Mr. Jewett would fail to get possession of the road. The transfer of 20,000 shares (there are only 35,000 shares altogether) to Mr. Jewett on Tuesday, removes all doubt on this point. At the same time the composition of the new board of directors demonstrates that the holdings of the Seney party of the New York Chicago & St. Louis were large enough to secure for them a voice in the management, for Messrs. C. S. Brice and C. R. Cummings, two of the new managers elected, are respectively Vice-President and President of the "Nickel-Plated" road.

The belief is gaining ground that there is truth in the reports of a close alliance between the Erie and the New York Chicago & St. Louis. Such an alliance would manifestly be mutually advantageous. The latter road extends from Chicago to Buffalo and the former from Buffalo to New York, together forming a trunk line between the West and New York. Being an opposition line to the Vanderbilt system, it is not likely that this new Western organization would care to deliver its business at Buffalo to the New York Central, and, aside from the Central, the Erie is the only other line in operation all the way from Buffalo to New York. There are several new trunk lines in progress between these two points, but they are all of them so far removed from completion that it is out of the question to talk of them as yet as connecting lines. The New York Lackawanna & Western appears to make but slow progress and it is now stated that it is expected to have trains running over the whole line in a year, that is, next summer. Originally it was intended to have the line in operation the present summer. On the New York West Shore & Buffalo work seems to be progressing more actively, but we believe the earliest date at present set for its completion is January 1, 1884,—fully a year and a half hence. The Boston Hoosac Tunnel & Western is the last of the proposed new trunk roads, but from the present outlook of its affairs the prospect of its ever becoming a reality seems remote indeed. It will be seen that, for some time to come, the New York Chicago & St. Louis will be forced to work in harmony with the Erie—that, in fact, the Erie is its only available outlet to New York. It would not be surprising, therefore, if the Chicago & St. Louis people, and not the Erie people as commonly supposed, should be the more anxious to bring about an alliance between the two lines.

On the other hand, the Erie will gain not a little from such an arrangement. Its fast freight line, which used to run over the Lake Shore, was some time ago ordered off the latter road, and the company now sends this class of freight over the Pittsburg Fort Wayne & Chicago, controlled by the Pennsylvania, with which the Erie was able to make satisfactory terms. Then the Erie also maintains the old friendly relations with the New York Pennsylvania & Ohio (former Atlantic & Great Western), the election of that Company last March having resulted in a victory for the friends of Mr. Jewett; and it is further reported now that the Erie is desirous of making the bond between the two roads altogether secure by leasing the line. Whether there is any basis for the report we are unable to say, though it is certain that the Chicago & Atlantic enterprise, from Marion to Chicago, which is to give the Erie an independent line to Chicago via the New York Pennsylvania & Ohio, is being rapidly pressed forward and is expected to be ready for operation before the end of the current year. Thus the Erie is not dependent upon the New York Chicago & St. Louis; but there would be this positive advantage in a close connection with the Seney road, that thus the Erie would reach one or two Lake ports not now open to it. Supposing, then, all these reported arrangements completed, Erie's position to command an increasing share of Western and South-western traffic would be greatly strengthened.

THE EGYPTIAN DIFFICULTY.

Some of our worst fears regarding Egypt have been realized. Hesitation, inaction, apparent timidity on the part of France and England have had the natural effect of encouraging the Egyptian soldiery and the national party generally in their rebellious course. The street riot of last Sunday in Alexandria was bad enough; yet it might have been worse; and the condition of things at the present moment is such that a more general uprising, accompanied by the wholesale massacre of the foreign residents, would hardly be a surprise. When we are told that the best the consuls can do for their respective nationalities is to advise them to leave the country, and that vessels enough are not to be had to accommodate those who are anxious to leave, it is hardly possible to exaggerate the gravity of the situation. Many well-to-do people who have staked their fortunes in Egypt are ready to sacrifice their all rather than to hold their lives at the mercy of the infuriated and semi-barbarous Arab; and it is safe to say that however the present trouble may end, hundreds who, by years of toil and voluntary exile had built up a little competence, have been left comparatively penniless.

In the peculiar circumstances of the case, nothing is more remarkable than the apparent apathy which is manifested by the governments most immediately concerned. Such a state of things as that which is now presented in Egypt has not been witnessed in many centuries. It is long since the Turk dared to show himself aggressive, at least in any portion of the Western world. Generations of men have grown up and passed away, impatient at seeing the dissolution of the Moslem power in the West hindered by European influence. The disastrous struggles with Russia in the earlier years of the present century, the war of independence in Greece, the comparative independence secured by Egypt under Mohammed Ali, the Crimean war in spite of its immediate results, the interest secured by England in Egypt by its purchase of the Khedive's shares in the Suez Canal, the late Russo-Turkish war resulting as it did in the diminution of

Turkish Territory and the erection into free States of several of the Sultan's former dependencies—all these things encouraged a growing conviction that the time was not distant when the shores of the Mediterranean would be restored to Christian authority.

Furthermore, a few months ago it seemed as if the desired crisis had been reached. Egypt for generations had been looked upon as England's inheritance. It was universally admitted that self-interest alone, if there was no higher motive, made it a necessity for England to step in and take possession whenever the situation seemed to call for such action. It was this universal feeling that had inspired confidence and encouraged Europeans of all nationalities to make ventures on the banks of the Nile. With such a Power as England behind them why should they fear? There could be no serious risk, no danger to either life or property. The opportunity came when Ismail Pasha was dethroned; but strange to say, England did not act. The opportunity came again when Arabi Bey, asserting the will of the army, wrenched the power out of the hands of the foreign comptrollers; but still England did not act. And to-day we have the strange spectacle of a section of moribund Islam defying two of the greatest Powers of Western Europe. For carrying out the wishes of these Powers, we see the Khedive stripped of all authority, and virtually at the mercy of a rebel soldier. We see British subjects, French, Austrians, Germans, Italians, Greeks, Americans, all fleeing as if for life from the soil of Egypt. Nay, we have witnessed a brutal massacre on the streets of Alexandria. Yet the Powers coolly look on; and England's greatest living statesman tells us that the Sultan alone can save Egypt and meet all the requirements of the situation. It seems a humiliating confession.

We are willing to admit that there are difficulties in the way of the British Government. It is not improbable, indeed, that when the papers are made public we shall find reason for excusing Mr. Gladstone and his colleagues for much which, at present, seems as inexcusable as it is inexplicable. It is a noteworthy circumstance that the attacks which are made upon the government for its policy in Egypt are made by independent members, rather than by the leaders of her Majesty's opposition. The circumstance is deeply significant. As we stated last week, it is now no longer doubtful that many of the worst features of the present complication are traceable to the compact which exists between England and France—a compact, be it remembered, entered into by the two countries when Lord Salisbury, the present leader of the opposition, was Foreign Secretary. It is notorious, in spite of all pretensions to the contrary, that the two governments, although friendly enough, could not agree on a common course of action. Mr. Gladstone and Lord Granville may have been wrong as to the course they suggested—we think a wiser and a nobler course was open to them; but it was, nevertheless, their opinion that the Sultan should be asked to send troops to Egypt. To this opinion, it appears, they have remained steadfast. But M. Freycenet and his advisers have throughout been opposed to such a course. Turkish troops in Egypt, in the present excited condition of the Moslem world, and especially in the present peculiar condition of Northern Africa, might have a dangerous effect. The French have had sufficient trouble in Tunis. They have no desire to have the difficulties of the situation multiplied. There was reason to fear that the appearance of Turkish troops might fan the fanaticism of Islam and lend encouragement to a religious war. It is likely that the French government has made too much of this probable difficulty.

That, however, is not now the question. What concerns us for the present is that France and England in the grave emergency which has presented itself in Egypt have found it impossible to agree and take united action. In this contingency there are many who are now honestly exclaiming, "Oh for one hour of Lord Palmerston!" "Oh for one hour of Lord Beaconsfield!" One cannot help remembering the former's action in the Don Pacifico affair. To be sure, it was not, perhaps, in all respects praiseworthy; but the energy which in that case bore down all opposition would not have halted in the present emergency. Mr. Gladstone is anxious to do justly; but his policy of justice and humanity will find but small favor if there should be any further loss of life, or if England should lose her firm grasp on Egypt.

The one hope now seems to be in the conference; and it is difficult to see how otherwise a settled state of things is to be brought about. It does not appear that Dervish Pasha can do anything without Arabi Pasha; and so long as this is the case Arabi is master of the situation. If Arabi should insist on the removal of the Khedive, what is to hinder it but the landing of Turkish troops? Will the landing of Turkish troops be permitted without a struggle? If they are successful in landing and restoring peace, on what terms and for how long will they be allowed to remain? A conference, therefore, seems to be a necessity. What it will develop it must be left to time to determine; but Mr. Gladstone's latest announcement does not encourage us to hope for any grand vigorous action on the part of the British Government. The restoration of the Sultan's power in Egypt will not secure permanent tranquillity in that country. It is a backward step which is wholly out of conformity with the times, which reveals weak statesmanship, and which bodes no good either to the British empire or to Egypt.

RAILROAD EARNINGS AND THE STOCK EXCHANGE.

How to get corporations to make more frequent reports of their doings is at present absorbing an unusually large share of attention. The uncertainty as regards the business outlook, the knowledge that materials and fuel rule at very high figures and form an important element in the expense account of all companies, and the persistent circulation of exaggerated reports of loss of traffic because of short crops, have so increased the demand for information, detailed and full, that all classes of the community are coming to be of one mind as respects the need for more and earlier data as a basis for intelligent action.

The evils of the system being sufficiently patent, the main point is as to effecting a cure, and we refer to the subject to-day because of the means of providing a remedy broached by the New York *Herald* in its financial column, where it was stated a few days since that efforts are being made among the members of the Stock Exchange to compel monthly reports of earnings and expenses from companies whose securities are dealt in on the Exchange, and that a prominent member of the Governing Committee would shortly bring resolutions to this effect before that body. Obviously, if a provision of this sort could be enforced, it would tend to heighten the esteem in which the Exchange is held, and widen its influence for good. But the question naturally arises, *can it be enforced?*

The Legislature undoubtedly can secure such monthly statements, and should have made them obligatory long ago. It is, however, doubtful whether it could reach corporations outside the State, and thus the vast majority of companies would be left untouched. No such difficulty would beset the Stock Exchange, for any rule of course

would apply to all companies having securities on the Board; but the Exchange would encounter other difficulties of a much more serious nature.

In the first place, it should be remembered that not all companies withhold information from the public for speculative purposes or from mere whim or caprice. There are many roads managed with absolute honesty, and whose officers do not use the information withheld for the purpose of speculating in their securities, and which yet will not and do not supply regular reports. We have before us a letter from the auditor of a very prominent Western road, that has within a few years risen to great proportions. The letter was called forth by our article of May 13, on "Publicity of Railroad Accounts." This gentleman assures us that the officers of his company recognize the right of stockholders and bondholders to full and early intelligence with regard to its affairs, but that they did not deem it expedient now, in the real interest of their security holders, to publish even statements of gross earnings. At first the figures were given out regularly. The road being a new one, and constantly enlarging its mileage, showed a large increase in earnings from year to year. This ought to have been gratifying to the people of the State traversed by it, for, being an indication of prosperity, it would of course serve to stimulate the building of other roads within the State. Far from it, however. The gains in earnings excited unfavorable comment in the newspaper "organs" of the Grangers, the politicians took up the refrain, and, on the usual plea that charges were exorbitant and that the producer should not be compelled to pay money to enrich the stockholders of a railroad, the Legislature was continually being appealed to to take a decided stand against the roads and arbitrarily reduce rates and alter the tariff, much in the manner that rates were subsequently reduced by the Commissioners in Illinois. The company, therefore, determined that it was policy to publish its returns less frequently, and since then has furnished them officially only once a year.

Now, we do not hesitate to say that we doubt the wisdom of this policy. It may be possible to keep the actual figures from the public, but their tenor is sure to leak out. And when it does leak out it is apt to do more mischief—if mischief must follow—than the actual figures themselves. That is to say, where there is no definite information the real facts in the case always wear an exaggerated look in the eyes of the public. If there is a decrease of a few thousand, and the precise figures are not known, rumor magnifies it into a few hundred thousand. If the reverse is true, and there is an increase, the same liberal multiplication of the gain is made. This is particularly true on the Stock Exchanges where men are either rampant bulls or gloomy bears. It may well be questioned, therefore, whether a railroad would gain anything from even such a standpoint as the one in question.

However, we must recognize that this is a legitimate reason, not a speculative one, for secrecy, whether we believe the end in view will be attained or not. And this illustrates one of the difficulties that the Stock Exchange would meet with. Is it likely that a road which thus, from honest conviction, in what it believes to be the interest of its security holders, refuses to give the public more than occasional accounts of its doings, would be persuaded to make a change in its declared policy, no matter how influential the body that sought to suggest it or force it? Then, as to those managers who are governed by merely speculative considerations, will they be likely to assent readily to a plan that would remove one of the main supports to their speculative operations? We know that the plan proposed provides for the striking from the list of

all securities of roads that refuse to comply with the new regulation, and we do not forget that the Stock Exchange is within certain limits a powerful concern, but we doubt whether it could carry any such regulation into effect.

Suppose a number of the leading roads should wholly refuse to yield to the request of the Stock Exchange, would the Stock Exchange be able or willing to order their securities off the Board? Would it not be like biting off the nose to spite the face? If the best properties needed the Exchange to float their securities, then this penalty would be feared and the threat would be effective; but as it is we cannot conceive that the Exchange has any power over the old, established roads, or that they would pay any attention to its requirement. A similar attempt (though not on so elaborate a scale) was made some years ago and failed. In that instance, if we mistake not, monthly statements were made compulsory only on the new companies listed. That seems to be practicable; at least we see no reason why it could not be put into operation. The present suggestion, however, would seek to make returns compulsory upon all companies. For the reasons stated, that is entirely impracticable, and we do not believe any such endeavor will be made.

THE BROOKLYN BRIDGE.

Only six months ago, we reviewed the then condition of what we were obliged to call the Brooklyn bridge muddle, which was, in brief, that changes had been made in the plans for that structure involving 1,200 tons more of dead weight than was intended, whence it followed that the bridge must either be less safe or must be restricted to carrying less load; that the engineer in charge, by his own statement, had been overruled by some mysterious person, against whom he held out for three months; that the President did not confess any knowledge of this mysterious but powerful person, and the official records revealed nothing about him; that some of the trustees of shortest service had been trying to find out something, for a number of weeks, propounding questions which their associates could not or would not answer; and that, according to the *Brooklyn Eagle*, a certainly not unfriendly and not incompetent authority, downright imbecility had been shown.

We have since watched for the natural sequel to all this, but it seems to be still deferred. The resolution of censure, offered by one of the inquiring trustees, with the intent that it should move the persons who merely obeyed orders to come forward and clear themselves by saying who gave those orders, went over to a subsequent meeting, and seems to have been quietly dropped. The money was all spent, at that time, of course, although what had been spent would pay for four higher bridges than this unfinished one, on the same site and plan, on the basis of the original estimates. At the regular monthly meeting, January 9, the President said the bridge would be finished next autumn, "if the money question is not in the way," and that "we shall need about \$600,000 more to complete the work and to put in the improvements in the way of facilities for transportation and traffic that are deemed advisable." Since then, the Legislature has passed the trustees' bill directing the issue of a million and a quarter more bonds, and the trustees, at the time of asking this, said, that although this amount "is considered sufficient" to get the bridge open for traffic, something more may yet be wanted "for suitable and ornamental facades at the portals of the bridge in the two cities." On May 24 a committee from the Council of Political Reform in this city appeared before a Senate committee in Albany, and offered several amendments intended to supersede and

"shake up" the present trustees and restrict the actions of their successors. The delegation urged the proved incompetence of the trustees; argued that the money now to be provided will surely fall short, in their hands; and particularly opposed, as premature and unnecessary, any appropriation for constructing warehouses in the arches on the New York side.

On Monday last a trustees' meeting was held, and the old officers were re-elected. This has been followed by the most remarkable recent contribution to the history of this enterprise in the letter of Mr. R. B. Roosevelt, published this week, resigning his trusteeship, this letter being nominally addressed to Mayor Grace but really to the public. After three years' service, says this letter, the writer has learned very little about the bridge problem, and yet he adds this is not due to any fault of his own, for he has endeavored as well as he was able to inform himself and has spared no pains, and performed some unpleasant acts, but could hit upon no way of effecting his object. He then adds that in his opinion no outsider will ever understand precisely how matters are conducted.

Although Mr. Roosevelt emphasizes the statement that he knows of nothing wrong, "nothing involving impropriety, or even neglect," the last sentence above quoted certainly suggests to the "outsider" the existence of a very impenetrable ring. Mr. Roosevelt says, "I simply know nothing"—after three years of his best exertions to find out something—"and I do not propose to remain a member of a board charged with public duties without knowing anything of its affairs."

Mr. Roosevelt retires now because "at to-day's meeting I have substantially ascertained that the bridge will not be finished during my term of office." It might be said that instead of retiring Mr. Roosevelt should stay and should incite a demand from public opinion which would compel this impenetrable official mystery to give up its secret, or that he at least should divulge "which one of us" it is that is leading the quasi-reluctant engineer astray.

At the time the bill now awaiting its fate in the Governor's hands was prepared, the *Brooklyn Eagle* said that if the Legislature were a private employer and the trustees were his agents they would promptly be displaced, "for the management of the business of constructing the bridge is not and has not been for a long time satisfactory to the public." It added that there will be general reluctance to cut out any new work (warehouses under the arches on the New York side, etc.), for a board so unsatisfactory; that, if the utmost honesty is conceded to every member, it is undeniable that the great majority of the trustees have no aptitude whatever for the work "and no knowledge whatever of anything pertaining to it." This fits well Mr. Roosevelt's public declaration that in three years he at least has not found out anything and he does not believe any "outsider" can find out. Outside of what—of the board simply, or of the impenetrable hidden mystery within the board?

The suggestion has even been publicly made that the United States Supreme Court may condemn the structure and order it taken down, inasmuch as it is lower than the condition required; and also that whether Congress has ever authorized building the bridge is a triable question which may even yet be tried.

What comment can be made upon all this, other than what must occur to every reflective person who reads it? What fiction could be more marvellous, outside of the field of the credible, than this record of the management of a great public matter, and of helplessness in the people of this great city?

TEXAS & PACIFIC MILEAGE AND EARNINGS.—In our statement of earnings for May, last week, the mileage of the Texas & Pacific for the present year was given at 1,230 miles. This embraced 333 miles on account of the New Orleans Pacific. Mr. Calef, the Secretary and Treasurer of the Southwestern system of roads, informs us that the New Orleans Pacific is not yet open for general traffic, and that therefore it should not be included in mileage. The correct total he gives as 967 miles, against 749 last year.

Monetary & Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—June 3.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam	Short.	12 ¹ / ₄ @ 12 ¹ / ₄	June 3	Short.	12-05
Amstercam	3 mos.	12 ¹ / ₄ @ 12 ¹ / ₄	June 3	Short.	25-20
Antwerp	"	25 ¹ / ₄ @ 25 ¹ / ₄	June 3	Short.	25-20
Brussels	"	25 ¹ / ₄ @ 25 ¹ / ₄	June 3	"	20-45
Hamburg	"	20-62 @ 20-65	June 3	"	20-45
Berlin	"	20-62 @ 20-65	June 3	"	20-45
Frankfort	"	20-62 @ 20-65	June 3	"	20-45
Copenhagen	"	18-46 @ 18-50	June 3	"	20-45
St. Petersburg	"	24 @ 23 ¹ / ₄	June 3	"	20-45
Paris	Short.	25-24 @ 25-22 ¹ / ₄	June 3	Short.	25-14 ¹ / ₄
Paris	3 mos.	25-40 @ 25-50	June 3	Long.	25-18 ¹ / ₄
Vienna	"	12-10 @ 12-12 ¹ / ₄	June 3	Short.	12-05
Madrid	"	46 ¹ / ₄ @ 46 ¹ / ₄	June 3	Short.	25-80
Cadiz	"	46 ¹ / ₄ @ 46 ¹ / ₄	June 3	Short.	25-80
Bilbao	"	26-05 @ 26-10	June 3	Short.	25-80
Genoa	"	51 ¹ / ₄ @ 51 ¹ / ₄	June 3	Short.	25-80
Lisbon	"	51 ¹ / ₄ @ 51 ¹ / ₄	June 3	Short.	25-80
Alexandria	"	97 ¹ / ₄	May 31	3 mos.	97 ¹ / ₄
New York	"	48 ¹ / ₄	June 3	Short.	48 ¹ / ₄
Bombay	60 d'ys	1s. 8d.	June 3	4 mos.	1s. 8 ¹ / ₄ d.
Calcutta	60 d'ys	1s. 8d.	June 3	"	1s. 8 ¹ / ₄ d.
Hong Kong	"	"	June 3	"	3s. 9 ¹ / ₄ d.
Shanghai	"	"	June 3	"	5s. 2 ¹ / ₄ d.

[From our own correspondent.]

LONDON, Saturday, June 3, 1882.

This has been, to a large extent, a holiday week, and not much business has been in progress in any department. Throughout the manufacturing districts the Whitsun holidays have, as usual, been strictly observed, and but few new features have presented themselves either in the commercial or financial world. In the money market there has been continued ease. The supply of mercantile paper offering is still very moderate, and the rate of discount for three months' bank bills is not more than 2½ to 2¼ per cent, while the quotations for short loans is only 1¼ to 2 per cent. The easy condition of the money market, peculiar to the early summer months, has therefore again manifested itself, and there are certainly no indications of immediate improvement. Hopes, however, are still entertained of a revived inquiry for money late in the season, but there are no anticipations of dear money.

The proportion of reserve to liabilities at the Bank of England is now 40¼ per cent, against 45½ per cent last year, and the bank rate of discount is 3 per cent, against 2½ per cent—the open market quotation being 2½ to 2¼ per cent, against 1¼ to 1½ per cent. The supply of bullion held by the Bank amounts to £23,154,704, against £25,919,935, the total reserve being £12,573,824, against £14,908,140. The position of the bank, therefore, is somewhat less satisfactory than it was twelve months ago, but it is still a fairly good one. The state of the money market and the favorable reports which are published respecting the growing crops, not only in this country but on the Continent, justify the belief that a further expansion of our trade will take place during the autumn. The harvest of last year was a decided improvement over that of the previous year, and a revival of agricultural prosperity, though assuming no considerable proportions, had a decided influence in stimulating our commerce. The trade of the current season, both home and foreign, shows a marked improvement compared with recent previous years, but the agricultural prospect at the present time is more than usually encouraging, as farmers are anticipating more than an average yield of produce. Affairs in Ireland and in Egypt are naturally a cause for anxiety, but it is expected that the difficulty which has arisen in Egypt will soon be rectified, and that no further dangers will arise for some years to come. Unfortunately, however, there is a state of chronic discontent in Ireland, and, notwithstanding the measures which have been passed of late years to satisfy the people, much dissatisfaction still prevails. These Irish disturbances, however, do not interfere so very seriously with our general commerce, but they are calculated to keep it in check, and to prevent that full revival of confidence which is so desirable when our producing power is so great, and when so

large an amount of capital is embarked in manufacturing enterprises.

Money was in fair demand in the early part of the week, but it fell off towards the close, and the market left off with an easy appearance at the following quotations:

	Per cent.	Open market rates—	Per cent.
Bank rate.....	3	4 months' bank bills.....	2½ @ 2¼
Open-market rates—		6 months' bank bills.....	2½ @ 2¼
30 and 60 days' bills.....	2½ @ 2¼	4 & 6 months' trade bills. 3	@ 4
3 months' bills.....	2½ @ 2¼		

The rates of interest allowed by the joint-stock banks and discount houses for deposits are as follows:

	Per cent.
Joint-stock banks.....	2
Discount houses at call.....	2
Do with 7 and 14 days' notice.....	2¼

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the average quotation for English wheat, the price of consols, of No. 40 mule twist, fair 2d quality, and the price of middling upland cotton, and Bankers' Clearing House return, compared with the three previous years:

	1882.	1881.	1880.	1879.
Circulation.....	26,330,890	26,761,795	27,051,450	29,390,365
Public deposits.....	5,741,023	7,056,216	8,288,076	7,559,796
Other deposits.....	24,932,669	25,350,070	25,250,309	27,716,936
Government securities.....	13,174,213	15,876,151	15,694,812	14,678,635
Other securities.....	22,468,401	19,484,775	20,082,527	19,896,233
Res'v of notes & coin	12,573,824	14,908,140	15,648,376	18,811,705
Coin and bullion in both departments..	23,184,704	25,919,935	26,473,350	33,202,070
Proportion of reserve to liabilities.....	40-70	45½		
Bank rate.....	3 p. c.	2½ p. c.	3 p. c.	2 p. c.
Consols.....	102½d.	102½d.	98½d.	97½d.
Eng. wheat, av. price	47s. 6d.	44s. 1d.	44s. 11d.	41s. 5d.
Mid. Upland cotton..	69½d.	51½d.	65½d.	63½d.
No. 40 mule twist.....	10½d.	9½d.	11½d.	10d.
Clearing-House ret'n.	126,100,000	169,544,000	126,933,000	103,248,000

The following are the current rates for discount at the leading foreign centres:

	Bank rate.	Open market.	Bank rate.	Open market.
	Pr. ct.	Pr. ct.	Pr. ct.	Pr. ct.
Paris.....	3½	3¼	Madrid and other	
Berlin.....	4	3	Spanish cities.....	4½
Frankfort.....	3	3	St. Petersburg.....	6
Hamburg.....	3	3	Geneva.....	4½
Amsterdam.....	4	3¾	Genoa.....	5
Brussels.....	4½	4½	Copenhagen.....	4
Vienna.....	4	3¼ @ 3½	Bombay.....	6

Tenders were received at the Bank of England yesterday for £1,500,000 Treasury bills. The amounts allotted was as follows: In bills at three months, £1,375,000; do six months, £125,000. Tenders for three months' paper at £99 10s. 7½d. and above will receive in full, and for bills at six months at £98 19s. 5d. about 35 per cent. This result is equivalent to a discount rate of 1½ for three months' and of 2 1-16 per cent for six months' bills.

The Bank of New South Wales, as Financial Agents for the Government of New South Wales, have been instructed to negotiate a loan of £2,000,000, being a portion of the amount authorized to be raised under the act assented to on July 24, 1879. The loan will be issued in debentures of £1,000, £500 and £100 each, bearing interest at 4 per cent from 1st of July, 1882, and the coupons are payable on the 1st of January and the 1st of July in each year, at the Treasury in Sydney, or at the office of the banking agents in London, at the option of the holder. The principle will be repayable on the 1st of July, 1910, either in Sydney or London, at the option of the holder. The debentures will be allotted to the highest bidders, but no tender will be accepted at less than £102 for every £100 in debentures. The prospectus states that an act is now prepared and will be submitted during the next session of Parliament in Sydney, for the conversion of this loan into inscribed stock at the option of the holder.

The traffic receipts of railways in the United Kingdom since the commencement of the year have amounted to £20,098,300, against £19,199,593, showing an increase of £898,707, or 4·67 per cent. On the three principal Scotch lines since February 1, they have been £2,071,510, against £2,005,038, being an increase of £66,472, or 3·31 per cent compared with last year.

The number of failures in England and Wales gazetted during the week ending Saturday, May 27, was 221. The number in the corresponding week of last year was 231, showing a decrease of 10, being a total decrease in 1882 to date of 571. The number of bills of sale published in England and Wales for the week ending May 27 was 994. The number in the corresponding week of last year was 1,010, showing a decrease of 16, being a net decrease in 1882 to date of 336. The number published in Ireland for the same week was 22. The number in the corresponding week of last year was 52, showing a decrease of 30, being a net decrease in 1882 to date of 213.

The prices of the best Wallsend coal delivered in London is now only 21s. per ton. So low a price has not been current for thirty years. The remarkable mildness of the winter has been the cause of much depression in the trade for house coal.

The Secretary of the Grand Trunk Railway Company of Canada states that the difference between the decrease in gross receipts of £7,066, as shown in the monthly return, as compared with the smaller decrease to be computed from the weekly returns for the month of April, arises from there having been five Sundays and twenty-five working days in April, 1882, as against four Sundays and twenty-six working days in April, 1881. The difference of one working day is equal to about £6,000, and this if deducted from the decrease of £7,066 in gross receipts shown in the monthly return, would reduce the decrease for the month to about £1,000, which closely agrees with the decrease computed from the weekly returns.

The accounts received from the agricultural districts respecting the growing crops are very satisfactory, and on the Continent—in France especially—the harvest prospect is a very good one. The season is about a fortnight earlier than usual, and the cutting of clover hay has been already commenced in some districts. If the weather for hay-making proves to be fine the crop will be a large one of excellent quality. Last year's crop was a very short one, and hay has consequently been dear; but the scarcity of hay was not so very severely felt during the winter months owing to the exceptionally mild weather, which enabled farmers to graze their stock in the pastures, and thus economize their hay crops. The weather has recently become milder, and the nights are warmer. Some light rains have been falling throughout the country, which will prove to be a great benefit to the root crops, which, in England, have just been sown. The favorable weather and the satisfactory reports respecting the crops naturally produce much quietness in the trade for cereal produce. There is, however, not much movement in prices, but the tendency is slightly in favor of buyers. The supplies of produce afloat to the United Kingdom have fallen off, being 2,143,000 quarters of wheat, 206,000 quarters flour and 290,000 Indian corn.

During the week ended May 27 the sales of home-grown wheat in the 150 principal markets of England and Wales amounted to 28,305 quarters, against 31,012 quarters last year and 23,336 quarters in 1880; while it is estimated that they were in the whole kingdom 113,220 quarters, against 124,100 quarters and 93,350 quarters. Since harvest the sales in the 150 principal markets have been 1,663,929 quarters, against 1,508,549 quarters and 1,175,587 quarters, the estimate for the whole kingdom being 6,555,720 quarters, against 5,678,200 quarters in the corresponding period of last season and 6,737,800 quarters in 1879-80. Without reckoning the supplies of produce furnished ex-granary at the commencement of the season, it is estimated that the following quantities of wheat and flour have been placed on the British markets since harvest. The visible supply of wheat in the United States is also given:

	1881-82.	1880-81.	1879-80.	1878-79.
Imports of wheat cwt. 64,346,603	43,048,179	44,789,637	36,072,646	
Imports of flour (gr.) 7,085,587	9,928,568	7,805,445	6,733,137	
Sales of home-grown produce.....	28,841,400	24,605,600	20,487,000	37,014,700
Total.....	80,273,590	77,582,347	73,082,082	79,820,493
Deduct export of wheat and flour.....	970,691	1,038,342	1,104,818	1,464,341
Result.....	79,302,899	76,544,005	71,977,264	78,356,142
Average price of English wheat for season (gr.) 46s. 8d.	43s. 0d.	46s. 8d.	40s. 8d.	
Visible supply of wheat in the U. S. bush.	9,900,000	16,600,000	19,600,000	15,286,270

The following return shows the extent of the imports and exports of cereal produce into and from the United Kingdom during the first forty weeks of the season, compared with the corresponding period in the three previous seasons:

IMPORTS.				
	1881-82.	1880-81.	1879-80.	1878-79.
Wheat.....cwt. 44,316,603	43,048,179	44,789,637	36,072,646	
Barley.....	10,708,968	9,620,481	11,507,247	8,788,126
Oats.....	7,449,703	6,956,292	10,238,196	8,243,752
Peas.....	1,450,252	1,700,894	1,590,664	1,243,452
Beans.....	1,352,577	1,843,598	2,011,557	1,089,724
Indian corn.....	16,420,855	23,752,538	21,076,255	23,034,666
Flour.....	7,085,587	9,928,568	7,805,445	6,733,137
EXPORTS.				
	1881-82.	1880-81.	1879-80.	1878-79.
Wheat.....cwt. 851,635	935,863	976,002	1,357,005	
Barley.....	86,161	44,539	28,148	93,593
Oats.....	628,406	565,514	79,047	74,523
Peas.....	55,037	68,029	87,649	15,148
Beans.....	20,049	24,136	39,406	11,799
Indian corn.....	94,845	196,199	364,653	337,219
Flour.....	118,956	102,479	121,816	107,338

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending June 16:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	52½	52½	52½	52	52	52
Consols for money.....	100½	100½	100½	100½	100½	100½
Consols for account.....	100½	100½	100½	100½	100½	100½
Fr'ch rentes (in Paris) fr.	83-15	83-00	83-00	82-90	82-00	83-10
U. S. 5s ext'd into 3½s	103	103	103	103	103	103
U. S. 4½s of 1891.....	116¼	116¼	116¼	116¼	116¼	116¼
U. S. 4s of 1907.....	122¾	122¾	123	122	123	123
Erie, common stock.....	34½	34½	36	36¼	37	36¾
Illinois Central.....	135	136	136½	137¼	139	137
Pennsylvania.....	56½	56½	58	58¼	59½	59¼
Philadelphia & Reading.....	27½	27½	28¼	28¾	30¼	29¼
New York Central.....	130	131	132¼	130¾	132	132

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State, 100 lb.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Wheat, No. 1, wh. "	13 9	13 9	13 9	13 9	13 9	13 9
Spring, No. 2, " "	9 9	9 9	9 9	9 9	9 9	9 9
Winter, West, " "	10 4	10 4	10 4	10 4	10 4	10 4
Cal. white, " "	9 8	9 8	9 8	9 8	9 8	9 8
Corn, mix., West. "	6 0	6 0½	6 0½	6 0½	6 2	6 1½
Pork, West. mess. 9 bbl.	86 0	87 0	87 0	87 0	87 0	87 0
Bacon, long clear, new.	57 0	57 0	57 0	58 0	58 0	58 0
Beef, pr. mess, new 3½c.	88 0	88 0	88 0	88 0	88 0	88 0
Lard, prime West. 5 cwt.	58 0	58 0	58 0	59 0	59 0	58 0
Cheese, Am. choice, new	58 0	58 0	58 0	58 0	58 0	58 0

Commercial and Miscellaneous News.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were \$7,712,118, against \$10,148,989 the preceding week and \$11,826,739 two weeks previous. The exports for the week ended June 13 amounted to \$5,302,478, against \$6,504,382 last week and \$5,359,468 two weeks previous. The following are the imports at New York for the week ending (for dry goods) June 1 and for the week ending (for general merchandise) June 2; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.				
For Week.	1879.	1880.	1881.	1882.
Dry goods.....	\$394,324	\$1,691,339	\$1,593,750	\$1,319,639
Gen'l mer'chise...	5,278,252	10,253,876	7,713,802	6,362,479
Total.....	\$6,172,576	\$11,945,215	\$9,307,552	\$7,712,118
Since Jan. 1.				
Dry goods.....	\$39,652,433	\$59,187,759	\$40,501,122	\$61,372,031
Gen'l mer'chise...	99,822,376	171,819,121	141,563,075	165,823,911
Total 23 weeks.....	\$139,474,959	\$231,006,880	\$191,064,197	\$227,195,992

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending June 13, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.				
	1879.	1880.	1881.	1882.
For the week.....	\$6,315,753	\$10,802,522	\$3,048,581	\$5,302,478
Prev. reported.....	134,398,963	159,943,055	162,281,961	135,061,675
Total 23 weeks.....	\$140,714,616	\$170,745,577	\$170,310,542	\$140,367,151

The following table shows the exports and imports of specie at the port of New York for the week ending June 10, and since Jan. 1, 1882:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.				
Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$1,500,000	\$23,354,798	\$.....	\$104,998
France.....	752,750	2,524,750	.....	869
Germany.....	21,400	83,160	.....	232
West Indies.....	.....	.....	6,806	173,719
Mexico.....	.....	.....	3,000	86,226
South America.....	.....	95,500	10,875	169,200
All other countries.....	.....	68,900	.....	14,980
Total 1882.....	\$2,274,150	\$26,127,108	\$20,493	\$549,781
Total 1881.....	17,166	195,353	14,121	28,112,588
Total 1880.....	21,175	2,071,110	(7,371)	1,749,438
Silver.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$192,301	\$4,638,004	\$15,086	\$26,279
France.....	60,000	509,300	.....	869
Germany.....	.....	48,500	.....	115,351
West Indies.....	.....	.....	1,263	716,162
Mexico.....	.....	.....	27,726	323,476
South America.....	.....	.....	1,108	63,040
All other countries.....	.....	48,089	.....	13,392
Total 1882.....	\$292,301	\$5,243,893	\$45,183	\$1,257,569
Total 1881.....	252,431	4,930,508	70,576	1,436,173
Total 1880.....	112,087	2,275,976	104,769	2,692,965

Of the above imports for the week in 1882, \$6,527 were American gold coin and \$19,341 American silver coin. Of the exports for the same time, \$2,252,750 were American gold coin.

Canadian Pacific Railway.—The following interesting statements respecting the Canadian Pacific Railway were condensed by the *Toronto Mail* from an elaborate speech by Sir Charles Tupper, the Canadian Premier, in the Dominion Parliament, a few weeks ago:

1. The Sault Ste. Marie line is to become, in fact, a part of the main line of the Pacific Railway. This is effected by means of a crossing at Sturgeon River, and the construction of the line away on from that to Algoma Mills.

2. The company expect to lay down tracks on 50 miles west of Callendar Station. From Algoma Mills, near the waters of the lake, a section of 50 miles has been laid under contract, running eastwardly to meet the line beginning at Callendar.

3. The main line of the Pacific Railway as now projected will run west from Algoma Mills to within twenty or thirty miles of the Sault Ste. Marie. This location is still under the consideration of the Government. It has some obvious advantages which cannot be overlooked.

4. Until this question of the route is settled the Government will pay no subsidy on the link of 60 or 70 miles common to both the Pacific main line as formerly projected and the Sault Ste. Marie line. This indicates business-like caution on the part of the Government.

5. It is expected that the line from Prince Arthur's Landing to Winnipeg will be opened in July next for all practical purposes of freight and passenger accommodation, though the road will not be actually complete in all its appointments.

6. Traffic will be taken to the Georgian Bay, thence by water to Prince Arthur's Landing, and thence on to Winnipeg and beyond by rail, a route through our own territory accomplished after long labors and great expense.

7. Of the 433 miles from Prince Arthur's Landing to Winnipeg the rails are laid on 401 miles, leaving only 32 miles more to cover. But the line will not be actually finished till next season.

8. The total expenditure on this section of the road to the present time—that is to the last payment—is \$13,224,000, and the balance of expenditure will not exceed \$1,400,000.

9. The line is now located definitely 470 miles west from Winnipeg, and the Government does not intend to assent to further location till it is seen whether the Kicking Horse pass is available or not, the evidence so far being in favor of a change from the hitherto accepted Yellow Head Pass.

10. The distance of 116 miles west of Winnipeg is now under traffic. About 8,000 tons of rails are now on the spot, and large quantities are on their way for the purposes of track-laying.

11. Up to the present time the company have been paid only \$1,610,000 and 1,610,000 acres of land as their portion of the subsidy.

12. The Pacific Railway company have, in addition to their main line, graded 89 miles of a branch called the Winnipeg & Pembina Mountain branch, running southwesterly from Winnipeg to the border, and in addition to a branch connecting with Emerson, it is expected that 100 miles will be under traffic during the present season.

13. A branch from Brandon is also projected in a southeasterly direction, 15 miles to Souris and thence west, in all 195 miles; and this with the other branch of 225 miles will make a total, apparently, of 420 miles of branch lines which the company are building without subsidy.

14. The question of the Rocky Mountain pass is not yet settled. The government, in view of the probability of another pass being chosen, takes power to adopt it; but in the meantime there are only strong probabilities in favor of the change.

15. This change to the Kicking Horse Pass will, if it takes place, make a saving of 79 miles in the length of the road; but as in the case of the change on the eastern section, the cost to the company will be increased, not diminished, as was said, by the alteration of the route.

16. The Yaie-Kamloops section is progressing very favorably. It is the most expensive and difficult section of the road. The total value of the work done is, so far, \$1,979,973. The date of completion is July, 1885, and the Minister anticipates it will be accomplished within that time.

17. The portion from Emory's Bar to Port Moody has lately been placed under contract at a probable cost of \$2,486,000, to be finished in July, 1885.

18. The estimates of cost of the various sections, and the actual cost as now ascertained or estimated, are as follows:

	Present Estimate.	Contract Sum.
Kaminitiquia to Sunshine Creek, 45 miles, reduced to 32½	\$313,200	\$293,360
Sunshine Creek to English River	1,417,208	1,037,061
English River to Eagle River	1,767,357	2,300,198
Eagle River to Keewatin	2,804,153	4,130,707
Keewatin to Cross Lake	2,619,585	1,844,085
Cross Lake to Selkirk	733,602	402,950
	1,192,600	1,746,150
	1,368,670	2,056,950
	1,927,000	2,573,640
	2,324,000	2,727,300
	2,486,000	2,486,000
British Columbia		

19. The actual commercial value of the road when completed is stated so concisely by the Minister that we shall not attempt to abridge it. He says: "Now, assuming that the 79 miles on the British Columbia line are saved, our position will be this: From Montreal to Port Moody by the Canadian Pacific Railway, the distance will be 2,850 miles; from New York to Port Moody via the Canadian Pacific Railway and Montreal, the distance will be 3,260 miles. From New York to Port Moody by the Canadian Pacific Railway and Brockville, the distance will be 3,140 miles. Now the distance from New York to San Francisco via the Central and Union Pacific railroads is

3,331 miles. As the distance from Montreal to Port Moody is only 2,850 miles, we shall be able, with our better line, better grades and freedom from the bonded debt under which the Union and Central Pacific railroads suffer, to compete with the lines to the south of us, and with the aid of fast steamers, connecting San Francisco with Victoria, to secure a considerable portion of the trade with San Francisco and the Western States. From Liverpool to Montreal, 2,790 miles; from Liverpool to New York, 3,040 miles; from Liverpool to Port Moody via Montreal & Canadian Pacific Railway, 6,063; from Liverpool to San Francisco via United States roads, the shortest route that could be obtained, 6,830; from Liverpool to Yokohama and Japan via Montreal & Canadian Pacific Railway, 10,963; from Liverpool to Yokohama via San Francisco, 12,038. So we shall have a route from Liverpool to Port Moody via Montreal & Canadian Pacific Railway 767 miles shorter than via New York & San Francisco, showing that so far as through traffic is concerned, it will be utterly impossible for any road on this continent to begin to compete with the Canadian Pacific. From Liverpool to Yokohama via the Canadian Pacific the route will be 1,075 miles shorter than via New York and San Francisco. Looking at it a little closer home, I am glad to find the result is such as will be favorably received by the House. From Liverpool to Halifax it is 2,480 miles; from Halifax to Quebec, 680 miles; from Quebec to Montreal, 176 miles; from Montreal to Port Moody, 2,850, or 3,706 from sea to sea, from Halifax to Port Moody. Liverpool to Port Moody, 6,186 miles; from Liverpool to New York it is 3,040; New York to San Francisco, 3,790, making a total of 6,830 miles."

Denver Utah & Pacific.—It was reported this week that J. S. Morgan & Co. of London, had agreed to take and place \$5,000,000 of the Denver Utah & Pacific first mortgage bonds. The construction company which is building this road is to receive \$18,000 per mile in bonds and \$20,000 in stock. The road will be narrow gauged, and will run in a southwesterly direction from the city of Denver to the Pacific coast.

Railroad Construction (New).—The latest information of the completion of track on new railroads is as follows:

Allegheny Central.—Extended from Angellon, N. Y., north by east to Swains, 18 miles. Gauge, 3 ft.

Chester & Lenoir.—Extended from Lincolnton, N. C., north to Malden, 8 miles. Gauge, 3 ft.

Chicago Milwaukee & St. Paul.—A branch is completed from Emmettburg, Ia., north to Estherville, 22 miles.

Chicago & Northwestern.—The Winona & St. Peter line is extended from Watertown, Dak., west to Clark Centre, 31 miles. On the Sioux Valley Branch track is laid from Volga, Dak., northward 24 miles.

Cincinnati Selma & Mobile.—Extended from Greensboro, Ala., north-west to Akron, 17 miles. Gauge, 5 ft.

Denver & Rio Grande Western.—Track laid from Salt Lake, Utah, southward to Provo, 49 miles. Gauge, 3 ft.

Des Moines & Fort Dodge.—Track laid from Tama Junction, Ia., northward 20 miles.

East Tennessee Virginia & Georgia.—The Ohio Division is extended from Careyville, Tenn., north by west to Elk Gap, 10 miles. Gauge, 5 ft.

Fort Worth & Denver City.—Extended from Decatur, Tex., northward 28 miles.

Genesee Valley.—New track is reported laid from Cuba, N. Y., north by east, 12 miles; from Nunda to Mt. Morris, 14 miles; from Nunda to Swains, 9 miles, and from Canawaugus south 6 miles; making 41 miles in all.

Missouri Pacific.—Track is laid on the Carthage, Joplin & Short Creek Branch from Carthage, Mo., southwest to Joplin, 18 miles.

Rio Grande & Pecos Valley.—Track laid from Laredo, Texas, northwest 7 miles. Gauge, 3 feet.

Salt Lake & Western.—Track laid from Lehi, Utah, westward to Boulder, 40 miles.

Sioux City & Pacific.—The Nebraska Division is extended from Long Pine, Neb., westward, 12 miles.

Texas & St. Louis.—The Texas Division is extended from Mt. Oliver, Texas, southwest to McGregor, 9 miles. Gauge, 3 feet.

This is a total of 354 miles of new railroad, making 3,677 miles thus far this year, against 1,734 miles reported at the corresponding time in 1881, 663 miles in 1880, 682 miles in 1879, 433 miles in 1878, 583 miles in 1877, 647 miles in 1876, 312 miles in 1875, 570 miles in 1874, and 1,271 miles in 1873.—*Railroad Gazette.*

—The attention of the cotton trade both in this city and the South is called to the card of Messrs. Cumming & Bailey in to-day's CHRONICLE. This firm is composed of gentlemen who are well known here and in the South for their energy and business qualities, having been in trade for a number of years, and possessing ample facilities for the purchase and sale of cotton both for spot and future delivery.

—At the present time, when investors have difficulty in getting 5 per cent on their money in safe securities, attention is directed to the card of the Western Farm Mortgage Company, in the advertising columns of the CHRONICLE, under "Western bankers." They will send circulars with their business references, and all details of their method of making loans, &c.

—The card of Mr. J. H. Parker, commission merchant, 140 Pearl Street, New York, will be found in this issue of the CHRONICLE. Mr. Parker solicits consignments of cotton and naval stores from the South, and also executes orders in future contracts at the Cotton and Produce Exchanges.

—To all parties who can purchase in the St. Louis market, Messrs. Warren, Jones & Gratz, of that city, offer every inducement for purchasing bagging for the cotton crop. They are manufacturers' agents for the sale of jute bagging, and solicit orders from large dealers.

—The Deadwood Terra Mining Company has declared its nineteenth dividend, of \$30,000, for the month of May, payable at Wells, Fargo & Co.'s on the 25th.

—The usual dividend—fifty thousand dollars—for May has been declared by the Homestake Mining Company, payable on the 25th by Wells, Fargo & Co.

The Bankers' Gazette.

DIVIDENDS:

The following dividends have recently been announced:

Name of Company.	Per cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Boston & Lowell.....	2	July 1	.....
Central of Georgia.....	4	June.....	.....
Chic. St. P. Minn. & O. pref. (quar.)	1½	July 20	July 1 to July 23
Flint & Pere Marquette pref.....	3	July 17	.....
Georgia RR. & Banking (quar.)	\$2 50	July 15	June 16 to
Granite.....	3	July.....	.....
Lehigh Valley (quar.).....	1½	July 15	June 18 to
Missouri Pacific (quar.).....	1½	July 1	June 18 to July 2
New York & Harlem.....	4	July 1	June 16 to
Philadelphia Wilm. & Baltimore.....	4	July 1	.....
St. Louis & San Fran. 1st pref.....	3½	July.....	.....
Miscellaneous.			
Western Union Telegraph (quar.)	1½	July 15	June 21 to July 16

NEW YORK, FRIDAY, JUNE 16, 1882-5 P. M.

The Money Market and Financial Situation.—The exports of gold from New York this week amount to about \$1,500,000, but for to-morrow's steamers nothing further is reported. As we approach the period when produce shipments are likely to increase, it is generally believed that the specie exports will cease, and it is pertinent in this connection that receipts of new wheat at St. Louis from Texas, Arkansas and other Southern States are already coming in, and it is evident that there will be every inducement to farmers to press their wheat to market this year at the earliest date possible. The quotations of wheat for later months are much below the present cash price, and all the past season it has been almost a foregone conclusion that the early wheat marketed before the middle of July would be sure to command a handsome price.

In the stock market there has been a complete change from the recent depression, and the activity and advance in prices have been greater than in any previous week since that notable one which followed immediately after Mr. Gould's famous "spring opening," or exhibit of stocks. That a turn was imminent, might have been gathered from our last report, in which we referred so particularly to the active endeavors made to get the market down, and used the following language: "It is tolerably clear that where such efforts are made to depress prices as we have had the past fortnight, there are some parties very anxious to buy; but whether this may be for the long account, to obtain control of certain roads, or merely to cover short sales, the future must determine."

The money market has been still easier this week, in respect to the large amount of money offering. On government bond security any quantity is offered on call at 2½ per cent, and on stock collateral at 2½ to 3½ per cent. On a time loan for four months, with good stock collateral, we heard of an offer of a block of money at 4 per cent. Prime commercial paper of two to four months is quoted about 5 per cent.

The Bank of England weekly statement on Thursday showed an increase of £499,000 in specie, and the proportion of reserve to liabilities was 44½ per cent, against 43¼ last week; the discount rate remains at 3 per cent. The Bank of France gained 3,150,000 francs gold and lost 250,000 francs silver.

The New York City Clearing-House banks in their statement of June 10 showed an increase of \$1,184,225 in their surplus reserves, the total surplus being \$5,135,325 against \$3,951,100, on June 3.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1882. June 10.	Differences from previous week.	1881. June 11.	1880. June 12.
Loans and dis.	\$318,427,500	Inc. \$54,200	\$347,494,900	\$279,265,700
Specie.....	54,374,900	Inc. 682,000	76,902,800	63,192,700
Circulation....	18,592,100	Dec. 43,100	19,236,100	19,682,500
Net deposits...	300,635,900	Inc. 1,978,300	345,643,200	271,628,500
Legal tenders.	25,919,400	Inc. 996,800	18,313,300	22,221,300
Legal reserve.	\$75,159,975	Inc. \$494,557	\$86,410,800	\$67,907,125
Reserve held.	80,294,300	Inc. 1,672,800	95,216,100	85,414,000
Surplus.....	\$5,135,325	Inc. \$1,184,225	\$8,805,300	\$17,506,875

Foreign Exchange.—The rates for sterling were fairly maintained in the early part of the week, and about \$1,500,000 gold was shipped on Wednesday. But since then the rates have been easier, and to-day leading drawers reduced their prices to 4 87 for 60 days' sterling and 4 89½ for demand. There is a better supply of commercial bills, and without some new turn in affairs, it is expected that specie exports will soon cease. To-day on actual business the rate for prime bankers' 60 days' bills was 4 86¼ and for demand 4 88¼ @ 4 89.

The market for Continental bills is also weak, with the actual rates as follows: Francs 5 18½ @ 5 17½ and 5 15 @ 5 14½; Marks 95 @ 95½ and 95¼ @ 95½; and Guilders 40¼ and 40½.

In domestic bills New York exchange was quoted to-day as follows at the places named: Savannah, buying, par, selling, ½ @ ¼ premium; Charleston, buying, par; selling, ½ @ 3-16

premium; New Orleans commercial, 50 discount, bank, 200 premium; St. Louis, 90 premium; Chicago, 60 premium; Boston, 10 @ 20 discount.

Quotations for foreign exchange are as follows, the outside prices being the posted rates of leading bankers:

	June 16.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 83 @ 4 87	4 88½ @ 4 89½	4 87½ @ 4 88½
Prime commercial.....	4 85 @ 4 85½	4 87 @ 4 88	4 87 @ 4 88
Documentary commercial.....	4 85 @ 4 85½	4 87 @ 4 88	4 87 @ 4 88
Paris (francs).....	5 18½ @ 5 15½	5 14½ @ 5 13½	5 14½ @ 5 13½
Amsterdam (guilders).....	40½ @ 40½	40½ @ 40½	40½ @ 40½
Frankfort or Bremen (reichmarks).....	95 @ 95½	95½ @ 96	95½ @ 96

United States Bonds.—The market for government securities has been sluggish, with very little change in prices. The banks are generally waiting to see what will be the outcome of the bank bill now before Congress, and other investors are also waiting to see how the Congressional action may affect prices.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	June 10.	June 12.	June 13.	June 14.	June 15.	June 16.
6s, continued at 3½.....	J. & J. '99½	'99½	'99½	'99½	'99½	'99½	'99½
5s, continued at 3½.....	Q.-Feb. '101½	'101½	'101½	'101½	'101½	'101½	'101½
4½s, 1891.....	reg. Q.-Mar. '114½	'114½	'114½	'114½	'114½	'114½	'114½
4½s, 1891.....	coup. Q.-Mar. '114	'114	'114	'114	'114	'114	'114
4s, 1897.....	reg. Q.-Jan. '119½	'119½	'119½	'119½	'119½	'119½	'119½
4s, 1897.....	coup. Q.-Jan. '120½	'120½	'120½	'120½	'120½	'120½	'120½
6s, cur'cy, 1895.....	reg. J. & J. '129	'129	'129	'129	'129	'129	'129
6s, cur'cy, 1896.....	reg. J. & J. '130	'130	'130	'130	'130	'130	'130
6s, cur'cy, 1897.....	reg. J. & J. '131	'131	'131	'131	'131	'131	'131
6s, cur'cy, 1898.....	reg. J. & J. '132	'132	'132	'132	'132	'132	'132
6s, cur'cy, 1899.....	reg. J. & J. '133	'133	'133	'133	'133	'133	'133

* This is the price bid at the morning board; no sale was made.

State and Railroad Bonds.—In State bonds the public transactions have been almost limited to Tennessees, and even in these bonds the dealings were not large; quotations to-day were 54½ @ 55½. The bid and asked prices for other bonds will be found on a following page.

Railroad bonds, in sympathy with the stock market, have been active and higher on all those of the speculative sort. Erie second consols, Texas Pacific Rio Grande Division, New Orleans Pacific, Wabash generals, Fort Worth & Denver, and in Philadelphia the Reading general mortgages, have all been higher. As to the steady investment bonds, there is very little change in prices, and, except in the greater difficulty of buying bonds when everything is easy in the stock market, there is not much difference in the character of the dealings.

Auction Sales.—Messrs. A. H. Muller & Son sold the following at auction this week:

Shares.	Shares.
45 North River Ins. Co. 105¼	1,000 Tokoma Copper Mining Co. for \$250
133½ Mech. & Trader's Bk. 100	7,500 Electro-Graphic Manfg. Co. 50c. per share
7 Continental Nat. Bank 117¼	
11 Howard Ins. Co. 96	
5 Home Ins. Co. 153	
2 N. Y. Mutual Gaslight Co. 92¼	
1,000 Sovereign Gold Mining Co. for \$100	
	Bonds.
	\$10,000 Columbus & Ind. RR. Co. pref. 1st 7s, due 1883 103¼
	\$5,000 Scioto Valley RR. 2d mort. 7s, due 1894..... 85

Railroad and Miscellaneous Stocks.—At the Stock Exchange the bears kept up their attacks on the market till Saturday night, and began again Monday morning with a raid on Northern Pacific. It soon became evident, however, that the tone was too strong for them, and on Monday afternoon there was a decided turn in the market and a general scrambling by the smaller operators to cover their short contracts. Strong buyers of long stock also came in, and the movement was kept up, with some exceptional reactions, until to-day. This morning there was some show of weakness, mainly in Denver & Rio Grande and Louisville & Nashville, but at the close the tone was strong and prices near the best of the day.

The Vanderbilt stocks have been conspicuous in the advance, and Mr. W. H. Vanderbilt is, of course, reported to be a purchaser. The coal stocks, including Delaware Lackawanna & Western, Jersey Central and Reading were also noted for their activity at rising prices. The Gould stocks were less marked, but shared in the general strength on the upward turn. Various reports are given as to the meaning of the action taken at the recent annual meeting of the Chicago Milwaukee & St. Paul Company. As the resolutions were telegraphed and generally understood here, there was to be a stock dividend of ten per cent and a sale of another ten per cent to stockholders, at par. Now, Mr. Milbank, a director, is quoted as saying that the stockholders will be offered 20 per cent of common stock at par, and that there will be no stock dividend. At the office no definite information is given out, and the general uncertainty of the situation is such as to offer a good opportunity for "milking."

There has been a petition signed by a number of the most prominent banking houses of the Street requesting the Stock Exchange to take strict measures to punish any members of the Board who are ascertained to have circulated false rumors in regard to the credit or solvency of another member of the Board in good standing. This is certainly praiseworthy in principle, whether or not it can be practically carried out, and it might be well to extend the matter to false rumors affecting stocks, or the circulation of any false information for the purpose of bulling or bearing the market. The Stock Exchange has a strong hold on its members, and the punishment of one or two well-proved offenders would go far towards stopping the evil complained of.

RANGE IN PRICES AT THE N. Y. STOCK EXCHANGE FOR THE WEEK, AND SINCE JAN. 1, 1882.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES.						Sales of the Week Shares.	Range Since Jan. 1, 1882.		For Full Year 1881.	
	Saturday, June 10.	Monday, June 12.	Tuesday, June 13.	Wednesday, June 14.	Thursday, June 15.	Friday, June 16.		Lowest.	Highest.	Low.	High.
RAILROADS.											
Albany & Susquehanna	135		135	135	135	135	.....	130 Jan. 6	135 Mar. 21	120	135
Alewife & N. Y. Air-Line	71 71	73 73	75 75	74 74	74 74	74 74	3,000	82 Jan. 13	85 Jan. 18	25	30
Burlington Cedar Rap. & No.	67 67	67 67	67 67	67 67	67 67	67 67	5	67 Jan. 10	67 Feb. 2	60	90
Canada Southern	47 47	47 47	48 48	49 49	50 50	50 50	1,557	44 Feb. 23	50 Jan. 16	50	90
Cedar Falls & Minnesota	.....	.....	.....	.....	.....	.....	300	15 Feb. 18	23 Mar. 25	16	40
Central Iowa	66 66	67 67	68 68	68 68	68 68	68 68	79,406	29 Mar. 17	37 Jan. 4	31	45
Central of New Jersey	87 87	88 88	88 88	89 89	90 90	90 90	21,762	86 Feb. 23	94 Jan. 14	80	102
Central Pacific	20 20	20 20	20 20	20 20	21 21	21 21	1,325	19 Mar. 9	28 Jan. 7	20	33
Chesapeake & Ohio	27 27	30 30	28 28	29 29	30 30	30 30	725	27 Apr. 18	37 Jan. 14	32	48
Do	22 22	22 22	22 22	23 23	23 23	23 23	500	27 Apr. 18	37 Jan. 14	32	48
Do 2d pref.	130 130	130 130	131 131	132 132	132 132	131 131	410	127 Mar. 11	135 Feb. 8	127	156
Chicago & Alton	127 127	128 128	130 130	129 130	130 130	130 130	3,228	127 Mar. 13	138 Jan. 27	133	182
Chicago Burlington & Quincy	108 108	108 108	109 109	109 110	110 111	109 110	38,715	104 Jan. 11	118 Jan. 30	101	129
Chicago Milwaukee & St. Paul	122 122	123 123	123 123	124 124	125 125	124 124	5,050	184 Apr. 14	126 Mar. 28	168	40
Chicago & Northwestern	129 129	129 129	130 130	128 129	128 129	128 129	25,497	124 Jan. 4	136 Feb. 2	117	136
Do	143 143	143 143	143 144	142 143	143 143	143 143	2,165	136 Apr. 10	145 June 1	131	147
Chicago Rock Isl. & Pacific	35 35	36 36	36 37	37 38	37 38	37 37	1,660	125 Mar. 13	135 Jan. 13	129	148
Chicago St. L. & New Orleans	99 99	99 99	100 100	101 101	101 102	101 101	26,100	93 Mar. 8	84 Feb. 4	84	85
Chicago St. Paul Minn. & Om.	66 66	68 68	70 71	71 72	73 73	74 74	21,710	97 Feb. 24	106 Mar. 22	91	109
Do	35 35	35 36	36 37	37 38	37 38	37 37	300	44 Mar. 9	57 Jan. 14	41	68
Do pref.	99 99	99 99	100 100	101 101	101 102	101 101	3,703	127 Jan. 4	137 Mar. 30	124	146
Cincinnati Sandusky & Clev.	.....	.....	.....	.....	.....	.....	2,400	36 Mar. 8	48 Jan. 14	38	67
Cleveland Col. Cn. & Ind.	136 136	137 137	137 137	137 137	137 137	137 137	1,500	65 June 7	84 Jan. 14	81	101
Cleveland & Pittsburgh	7 7	7 7	8 8	8 8	8 8	8 8	275	133 Jan. 7	104 Apr. 6	82	95
Columbia & Greenville, pref.	118 118	119 119	120 120	121 121	122 122	123 123	1,670	6 June 7	21 Jan. 7	107	132
Columbus Chic. & Ind. Central	52 52	53 53	55 55	56 56	57 57	58 58	154,475	116 Apr. 24	128 Feb. 7	103	131
Delaware Lackawanna & West	84 84	84 84	84 84	84 84	84 84	84 84	220,110	52 Mar. 14	74 Jan. 20	68	113
Denver & Rio Grande	9 9	9 9	9 9	9 9	9 9	9 9	7,922	8 June 12	16 Jan. 14	13	21
Dubuque & Sioux City	15 15	16 16	16 16	16 16	17 17	16 17	2,410	15 June 7	26 Jan. 18	23	33
Do	.....	.....	.....	.....	.....	.....	.....	8 Feb. 15	16 Jan. 18	.....	.....
Green Bay Win. & St. Paul	90 91	90 91	90 91	90 91	90 91	90 91	5	90 Mar. 11	110 Feb. 8	44	350
Hannibal & St. Joseph	78 78	77 77	77 78	80 80	82 83	82 82	1,620	76 Mar. 21	111 Jan. 9	94	121
Do	71 71	69 69	69 69	69 69	68 68	70 70	350	61 Mar. 11	86 Jan. 14	63	106
Houston & Texas Central	132 132	132 133	133 134	133 134	134 134	134 134	3,703	127 Jan. 4	137 Mar. 30	124	146
Illinois Central	37 37	38 38	38 39	38 39	39 39	39 39	2,400	36 Mar. 8	48 Jan. 14	38	67
Indiana Bloom'g & West, new	.....	.....	.....	.....	.....	.....	.....	13 Feb. 26	10 Mar. 23	4	30
Keokuk & Des Moines	24 24	25 25	25 25	25 25	27 27	27 27	1,020	20 Mar. 21	49 Jan. 19	41	60
Lake Erie & Western	101 101	102 102	104 104	104 105	104 105	107 107	241,520	23 June 12	37 Jan. 14	32	65
Lake Shore	56 56	57 57	57 57	57 57	57 57	57 57	850	98 June 6	120 Mar. 30	112	135
Long Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisiana & Missouri River	61 61	63 63	64 65	65 65	67 67	66 68	211,515	49 Feb. 24	60 June 1	44	63
Louisville & Nashville	61 61	63 63	64 65	65 65	67 67	66 68	100	67 June 10	75 Jan. 9	50	117
Louisville New Albany & Chic	57 57	58 58	57 57	57 57	57 57	54 55	4,500	57 June 5	75 Jan. 9	50	117
Manhattan	91 91	91 91	91 91	91 91	91 91	91 91	100	43 Apr. 21	60 Feb. 11	15	59
Manhattan Beach Co.	30 30	30 30	30 30	31 31	30 31	30 31	925	25 Jan. 23	37 Mar. 30	18	69
Marietta & Cincinnati, 1st pref.	.....	.....	.....	.....	.....	.....	.....	8 May 1	15 Jan. 16	9	24
Do 2d pref.	.....	.....	.....	.....	.....	.....	.....	4 Apr. 11	15 Jan. 3	6	15
Memphis & Charleston	86 86	86 86	87 87	87 87	88 88	87 88	1,400	44 June 7	82 Jan. 18	41	93
Metropolitan Elevated	84 84	85 85	87 87	87 87	88 88	87 88	100	84 Jan. 4	92 Feb. 8	77	126
Michigan Central	46 46	46 46	45 46	47 47	47 47	46 47	35,070	77 Apr. 18	91 June 16	84	126
Milwaukee L. Sh. & West, pref.	23 23	23 23	23 23	23 23	23 23	23 23	1,600	41 Mar. 11	52 May 6	42	64
Minneapolis & St. Louis	63 63	63 63	63 63	63 63	63 63	63 63	100	19 Mar. 6	25 May 11	23	30
Missouri Kansas & Texas	27 27	28 28	28 28	28 28	29 29	29 29	51,350	26 Mar. 11	39 Jan. 14	34	54
Missouri Pacific	89 89	91 91	91 91	91 91	92 92	93 94	86,550	86 Apr. 21	104 Jan. 28	85	114
Mobile & Ohio	15 15	16 16	16 16	17 17	17 17	17 17	2,830	12 June 6	35 Jan. 21	18	39
Morris & Essex	52 52	53 53	54 54	55 55	56 56	55 55	1,252	119 Mar. 13	126 June 7	118	131
Nashville Chattanooga & St. L.	52 52	53 54	54 54	55 55	56 56	55 55	7,300	52 June 5	87 Jan. 14	63	102
New York Central & Hudson	127 127	128 128	128 128	128 128	128 128	128 128	58,750	123 May 1	135 Jan. 14	130	158
New York Chic. & St. Louis	27 27	28 28	28 28	28 28	29 29	29 29	1,205	10 Apr. 11	11 Apr. 27	.....	.....
Do	100 100	102 102	102 102	100 105	101 105	102 106	1,300	27 May 27	35 Apr. 27	.....	.....
New York Elevated	33 33	33 33	33 33	33 33	33 33	33 33	100	100 May 15	109 Jan. 27	96	130
New York Lake Erie & West.	21 21	22 22	23 23	24 24	24 24	23 24	88,080	33 June 7	43 Jan. 14	39	62
Do	47 47	48 48	48 48	49 49	50 50	50 50	800	67 Mar. 11	85 Jan. 14	62	95
New York New Haven & Hart.	38 38	40 40	40 40	40 40	41 41	40 41	15,772	67 Feb. 17	180 May 6	164	190
New York Ontario & Western	35 35	36 36	36 36	36 36	36 36	36 36	2,005	20 June 9	29 Mar. 28	25	43
Norfolk & Western pref.	75 75	76 76	76 76	76 76	76 76	76 76	2,895	44 Mar. 8	58 Jan. 11	53	70
Norfolk & Western	12 12	12 12	12 12	12 12	12 12	12 12	41,350	44 Mar. 8	58 Jan. 11	53	70
Norfolk & Western	30 30	30 30	30 30	30 30	30 30	30 30	163,843	66 Feb. 23	80 Apr. 5	64	88
Ohio Central	12 12	12 12	12 12	12 12	12 12	12 12	4,376	11 June 7	25 Jan. 14	21	37
Ohio & Mississippi	10 10	10 10	10 10	10 10	10 10	10 10	1,400	27 Feb. 23	39 Mar. 28	35	60
Do	.....	.....	.....	.....	.....	.....	.....	90 Mar. 9	110 Mar. 28	97	126
Ohio Southern	66 66	66 66	67 67	69 69	71 71	70 71	2,600	12 June 3	23 Jan. 16	18	37
Oregon & Trans-Continental	26 26	25 25	26 26	27 27	27 27	26 27	4,470	60 Jan. 30	76 Apr. 3	64	83
Panama, Trans. Co. certificates	52 52	53 53	54 54	55 55	55 55	55 55	66,900	190 Jan. 31	204 May 9	190	200
Peoria Decatur & Evansville	.....	.....	.....	.....	.....	.....	.....	25 June 9	37 Jan. 14	27	57
Philadelphia & Reading	133 133	133 133	133 133	133 133	133 133	133 133	610	61 Mar. 11	67 Jan. 7	50	74
Pittsburgh Ft. Wayne & Chic.	17 17	17 17	17 17	17 17	17 17	17 17	200	133 Mar. 11	100 Feb. 20	93	121
Rensselaer & Saratoga	98 98	99 99	100 100	101 101	101 101	101 101	2,005	20 Feb. 25	40 Jan. 17	130	146
Rich. & Allegh. st'ck trust	50 50	51 51	51 51	51 51	51 51	51 51	7,700	47 Mar. 11	58 Jan. 14	47	74
Richmond & Danville	23 23	23 23	23 23	23 23	23 23	23 23	2,700	22 Apr. 13	25 Jan. 14	21	37
Richmond & West Point	23 23	23 23	23 23	23 23	23 23	23 23	1,025	20 Jan. 3	26 Mar. 17	22	50
Rochester & Pittsburgh	23 23	23 23	23 23	23 23	23 23	23 23	1,025	20 Jan. 3	26 Mar. 17	22	50
Rome Watertown & Ogdensb.	23 23	23 23	23 23	23 23	23 23	23 23	1,025	20 Jan. 3	26 Mar. 17	22	50
St. Louis Alton & Terre Haute	34 34	34 34	34 34	34 34	34 34	34 34	500	33 Jan. 13	42 Jan. 18	35	143
Do	85 85	85 85	85 85	85 85	85 85	85 85	110	79 Feb. 24	106 Jan. 17	90	115
St. Louis & San Francisco											

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

STATE BONDS.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Alabama—			Michigan—			N. Carolina—6s. old, J. & J.			South Carolina—		
Class A, 3 to 5, 1906.	80	80½	6s. 1883.	108		6s. old, A. & O.			6s. Act Mar. 23, 1869.	5	6
Class A, 3 to 5, small.			7s. 1883.	120		No. Carolina RR, J. & J.			non-fundable, 1883.		
Class B, 6, 1906.			Misouri—			Do A. & O.			Brown consol'n 6s, 1893.		
Class C, 4s, 1906.	86½		6s. due 1882 or 1883.			Do comp. off. J. & J.			Tennessee—6s. old, 1892-8.	54½	56
6s. 10-20s, 1900.	112		6s. due 1886.			Do comp. off. A. & O.			6s. new, 1892-8-1900.	55	56
Arkansas—			6s. due 1887.			Fund. act, 1885-1900.			6s. new series, 1914.	55	56
6s. funded, 1890-1900.	29	35	6s. due 1888.			Do 1868-1898.			Virginia—6s. old, 1892-8.		
7s. L. Rock & P. S. iss.			6s. due 1889 or 1890.			New bonds, J. & J., '92-8.			6s. new, 1896.		
7s. M. & P. B. & N. O. RR.			Asyl'm or Univ. due '92.			Do A. & O.			6s. new, 1897.		
7s. Miss. O. & R. R. RR.			Funding, 1894-95.			Chatham RR.			6s. consol. bonds.		
7s. Arkansas Cent. RR.			Hannibal & St. Jo., '95.	100		Spec. act, 1891-95.	5		6s. ex-matured coupon.		
Connecticut—6s, 1888-4.	103		Do.	87	100	Do class 2.			6s. consol. 2d series.		
Georgia—6s, 1886.			New York—			Do class 3.	5		6s. deferred.		
7s. new, 1886.	109½		6s. gold, reg., 1887.	112		Consol. 4s, 1910.	81		District of Columbia—		
7s. endorsed, 1886.			6s. gold, comp., 1887.	112		Small.			3 5/8s, 1914.	109	
7s. gold, 1890.			6s. loan, 1883.	113		6s, 1886.	111		Small bonds.	109	
Louisiana—			6s. loan, 1891.	120		Rhode Island—			Registered.	109	
7s. consol., 1914.	68		6s. loan, 1892.	121		6s, coupon, 1893-99.	118		Funding 6s, 1899.	110	
7s. small.			6s. loan, 1893.	122					Do small.	110	
									Do registered.	110	

RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

Railroad Bonds.			Stock Exchange Prices.			Miscellaneous List.					
Ala. Cent.—1st, 6s, 1918.			Denn. & B. Gr.—Cont'd.			Nash. Chat. & St. L.—1st, 7s.			St. P. Minn. & M.—Cont.		
Alb. T. & S. Fe.—4s, 1918.			1st consol., 7s, 1910.			2d, 6s, 1901.			Dakota Ext.—6s, 1910.		
Al. & Pac.—1st, 7s, 1910.			Denn. So. P. & Pac.—1st, 7s.			N. Y. Central—6s, 1883.			St. P. & Dul.—1st, 5s, 1911.		
Balt. & O.—1st, 6s, 1910.			Det. Mac. & Marq.—1st, 6s.			6s, 1887.			So. Car. Rv.—1st, 6s, 1920.		
Bost. Hartf. & E.—1st, 7s.			Land grant 3-4s, S. A.			6s, real estate, 1883.			Tex. C. & G.—1st, 7s, 1909.		
Guaranteed.			1st consols, 5s, 1930.			N. Y. & H.—1st, coup.			Tol. Del. & Bur.—Main, 6s.		
Bur. O. Rap. & N. O. RR.			Divisional 6s.			1st, reg., 1903.			1st, Dayt. Div., 6s, 1910.		
Min. & St.—1st, 7s, 90.			Eliz. C. & N.—S. f., deb. c. 6s.			Hud. R.—7s, 2d, s. f., '85.			1st, Del. trust, 6s, 1910.		
Iowa C. & West.—1st, 7s.			6s, 1920.			Cal. So. Int. Ant. guar.			Wa. Mid.—M. inc., 6s, 1927.		
C. Rap. Ia. & N.—1st, 6s.			Erie, 1st, extended, 7s.			Harlem—1st, 1st, coup.			Chic. Div.—1st, 7s, 1910.		
Central Iowa—1st, 7s, 99.			2d, extended 5s, 1919.			1st, 7s, reg., 1900.			Hav. Div.—6s, 1910.		
Char. Col. & Aug.—1st, 7s.			3d, 7s, 1883.			N. Y. Elev. d.—1st, 7s, 1906.			Tol. P. & W.—1st, 7s, 1917.		
Chas. & Ohio—Pur. 1910.			4th, extended, 5s, 1920.			N. Y. & N.—Gen. 6s, 1910.			Iowa Div.—6s, 1921.		
6s, gold, series A, 1908.			5th, 1888.			N. Y. & New Eng.—1st, 7s.			Ind. Pol. Div.—6s, 1921.		
1st consol., currency, 1908.			1st cons., gold, 7s, 1920.			N. Y. C. & St. L.—1st, 6s, 1921.			Detroit Div.—6s, 1921.		
6s, currency, 1918.			1st cons., 1st, coup., 7s.			Nevada Cent.—1st, 6s.			Cairo Div.—6s, 1931.		
Mortgage 6s, 1911.			Reorg., 1st, lien, 6s, 1908.			N. Pac. G. & S.—1st, 6s.			Wabash—M. 7s, 1909.		
Chicago & Alton—1st, 7s.			Long Rock bds, 7s, '94.			N. Pac. G. & S.—1st, 6s.			Tol. & W.—1st, ext., 7s.		
Income 7s, 1883.			Buff. N. Y. & E.—1st, 1918.			Registered 6s, 1921.			St. L. & K. & W.—1st, 7s.		
1st, 7s, 1910.			N. Y. L. & E.—New 2d 6.			N. O. Pac.—1st, 6s, 1920.			2d, ext., 7s, 1893.		
Sinking fund, 6s, 1903.			2d, consol., 1st, c. 6s.			N. W. & W.—G. 1, 6s, 1931.			Equip. bnds, 7s, 1883.		
Joliet & Chic.—1st, 8s.			Buff. & S. W. M. 6s, 1908.			Ohio & Miss.—Consol. a. f.			Consol., coup., 7s, 1907.		
La. & Mo. Riv.—1st, 7s.			Ev. & T. H.—1st, cons. 6s.			Consolidated 7s, 1894.			St. West.—1st, 7s, 88.		
2d, 7s, 1900.			Flt. & P. Marq.—M. 6s, 1920.			2d consolidated 7s, 1911.			Q. & T.—1st, 7s, 1890.		
St. L. Jack. & Chic.—1st.			2d, 7s, 1905.			1st, Springfield Div., 7s.			Ill. & So. I.—1st, 7s, '82.		
1st, guar. (504), 7s, 94.			Gr. & W. & S. P.—1st, 6s.			Ohio Central—1st, 6s, 1920.			Han. & N. Y.—1st, 7s, '82.		
2d (500), 7s, 1897.			Gulf. Col. & S. Fe.—7s, 1909.			1st, Min. Div., 6s, 1921.			St. L. & K. & W.—1st, 7s.		
2d, guar. (188), 7s, '98.			Han. & St. Jo. 8s, conv.			Ohio So.—1st, 6s, 1921.			Om. Div.—1st, 7s.		
Miss. R. Brge.—1st, 6s.			Consol. 6s, 1911.			Oreg. & Cal.—1st, 6s, 1921.			Clar. d. Br.—6s, 1919.		
C. B. & O.—S. p. c., 1st, 8s.			Hous. & T. C.—1st, 1gr, 7s.			Panama—S. f. sub, 6s, 1910.			St. Chas. Br.—1st, 6s.		
Consol. 7s, 1903.			1st, West, Div. 7s.			Peoria & E. & W.—1st, 6s.			No. Missouri—1st, 7s.		
6s, sinking fund, 1910.			1st, Waco & N. S., 1915.			Evans Div., 1st, 6s, 1920.			West. Un. Tel.—1900, cp.		
1st Div.—S. P. 5s, 1919.			General, 6s, 1921.			San Joaquin Branch.			N. W. reg.		
S. F. 4s, 1919.			Hous. E. & W. Tex.—1st, 6s.			Cal. & Oregon—1st, 6s.			1900, reg.		
O. R. I. & P., 6s, cp., 1917.			Hill Cent. Sp. Div.—Cp. 6s.			State Aid bds, 7s, '84.			Spring Val. W. W.—1st, 6s.		
6s, reg., 1917.			Middle Div.—Reg. 5s.			Land grant bonds, 6s.			Oregon RR. & N.—1st, 6s.		
Kco. & Dee M.—1s, 8s.			Dub. & Sloux City, 1st.			West. Pac.—Bonds, 6s.			INCOME BONDS.		
Central of N. J.—1st, 90.			Dnb. & S. C., 2d Div., 7s.			So. Pac. of Cal.—1st, 6s.			(Interest payable if earned.)		
1st consol., assured, 90.			Col. R. & M.—1st, 6s.			Union Pacific—1st, 6s.			Ala. Cent.—Inc. 6s, 1918.		
Adj. 7s, 1903.			Ind. B. & W.—1st, 6s.			Sinking funds, 8s, '93.			Atl. & Pac.—Inc., 1910.		
Leh. & W. B.—Consol. 4s.			1st, 3-4-5-6s, 1909.			Registered 8s, 1893.			Central of N. J.—1st, 6s.		
A. M. D. & Im.—6s, 1921.			Indiana, Pa. & E. S. P.—1st, 7s.			Collateral trust, 6s.			Chic. St. L. & N. O.—2d, 1907.		
O. M. & S. P.—1st, 8s, 1918.			2d, 5s, 1911.			Kaus. Pac.—1st, 6s, '95.			Cent. Ia.—Comp. deb. c. 7s.		
1st, 7-3-10, 8s, P. S. S.			Coup. 6s, 1909.			1st, 6s, 1896.			Ch. St. P. & W.—L. inc., 1908.		
2d, 7s, 8s, R. D. 1902.			Lake Shore—2d, 1910.			1st, 6s, 1896.			Chic. & E. Ill.—Inc, 1907.		
1st, Lac. Div., 1893.			Consol. coup., 1st, 7s.			1st, 6s, 1896.			Des. M. & P. T.—1st, inc., 6s.		
O. & N. West.—S. f. 7s, 8s.			Consol., coup., 2d, 7s.			1st, 6s, 1896.			Det. Mack. & Marq.—Inc.		
Interest bonds, 7s, 1888.			Long Is. R. R.—1st, 7s, 1898.			1st, 6s, 1896.			E. T. & G. & A.—Inc., 6s, 1931.		
Consol. bonds, 7s, 1915.			1st consol., 5s, 1931.			1st, 6s, 1896.			El. C. & N. O.—2d, inc, 1910.		
Extens. bonds, 7s, '85.			2d, 7s, gold, 1888.			1st, 6s, 1896.			Gen. & Bay W. & S. P.—2d, inc.		
1st, 7s, 1885.			Cecilian Br. Ch.—7s, 1907.			1st, 6s, 1896.			Ind. B. & W.—Inc. 7s, 99.		
Coupon, gold, 7s, 1902.			N. & M. M. 1st, 6s, 1921.			1st, 6s, 1896.			Ind. & De. & S. P.—2d, inc.		
Sinking fund, 6s, 1920.			E. H. & N.—1st, 6s, 1919.			1st, 6s, 1896.			Trust Co. certificates.		
Sinking fund, reg.			General, 6s, 1930.			1st, 6s, 1896.			Int. & Gt. North.—2d inc.		
Iowa Midland—1st, 6s.			Pensacola Div.—6s, 1920.			1st, 6s, 1896.			2d assured, 6s, 1909.		
Peninsula—1st, conv. 7s.			St. L. Div.—1st, 6s, 1921.			1st, 6s, 1896.			Leh. & Wilkesb. Coal—88.		
Chicago & Mil.—1st, 7s.			Nashv. & Dec.—1st, 7s.			1st, 6s, 1896.			Lake E. & W.—Inc. 7s, 99.		
Winona & St. Pet.—1st.			S. & N. Ala.—S. f., 6s, 1910.			1st, 6s, 1896.			Lat. B. & Mun. Inc.—7s, 99.		
2d, 7s, 1907.			Lebanon Knox—6s, 1931.			1st, 6s, 1896.			Mill. L. & W.—Incomes.		
Mil. & Mad.—1st, 6s, 1905.			Louis. & C. I.—6s, 1931.			1st, 6s, 1896.			Mo. & O.—1st, pref. debent.		
O. C. & Ind.—1st, 6s, 1910.			L. Erie & W.—1st, 6s, 1919.			1st, 6s, 1896.			2d pref. debentures.		
Consol. & N. O.—Ten. ben.			Savannah Div.—1st, 6s, 1919.			1st, 6s, 1896.			4th pref. debentures.		
1st, 7s, 1897.			Lat. Bl. & M.—1st, 6s, 1919.			1st, 6s, 1896.			N. Y. Lake E. & W.—Inc. 6s.		
O. S. P. M. & O.—Consol. 6s.			Louis. N. Alb. Co.—1st, 6s.			1st, 6s, 1896.			N. Y. P. & O.—1st, inc. 5.7.		
C. S. P. M. & O.—Consol. 6s.			Manhat. P. B. Co.—7s, 1939.			1st, 6s, 1896.			Ohio Cent.—Income, 1920.		
N. Y. & H.—1st, 6s, 1910.			N. & M. B. P. Co.—1st, 7s, 97.			1st, 6s, 1896.			Min. P. Div.—Inc. 7s, 1921.		
St. P. & S. C.—1st, 6s, 1919.			Marietta & Cin.—1st, 7s.			1st, 6s, 1896.			Ohio So.—2d, inc, 6s, 1921.		
Chic. & E. Ill.—1st, 6s, 1919.			Metrop. Ill. E.—1st, 1908.			1st, 6s, 1896.			Ogden & L. C.—Inc., 1920.		
6s, 1920.			2d, 6s, 1899.			1st, 6s, 1896.			Peoria D. & E.—Inc., 1920.		
Del. & D. & A.—1st, 6s.			Mich. & S. P.—7s, 1900.			1st, 6s, 1896.			Evans Div.—Inc., 1920.		
Mortgage 7s, 1907.			Equip. M. & S., 8s, 1883.			1st, 6s, 1896.			Roch. & Pitts.—Inc., 1921.		
Syr. Bing. & N. Y.—1st, 7s.			6s, 1909.			1st, 6s, 1896.			So. Car. Rv.—Inc., 6s, 1931.		
M. & E. & Essex—1st, 7s.			Coupon, 6s, 1931.			1st, 6s, 1896.			St. Louis I. Mt. & So.—		
7s, 1890.			Registered, 6s, 1931.			1st, 6s, 1896.			1st, 7s, pref. int. accum.		
7s of 1871, 1901.			Jack. Lan. & Sag.—6s, '91.			1st, 6s, 1896.			2d, 6s, int. accum. 1st.		
1st, consol., guar. 7s.			Mil. & N. O.—1st, 4s, 6s, 1910.			1st, 6s, 1896.			St. L. & R. & S. R. Inc., 1904.		
Del. & H.—1st, 7s, 1881.			Min. & St. W.—1st, 6s, 1921.			1st, 6s, 1896.			Chic. St. L. & N. O.—1st, 6s.		
1st, ext. 7s, 1891.			1st, 7s, 1910.			1st, 6s, 1896.			Cal. Ind. L. & C.—1st, 6s.		
Coup., 7s, 1891.			S. W. H. & S.—1st, 7s, 1909.			1st, 6s, 1896.			Gal. H. & Hen.—7s, 1921.		
Reg., 7s, 1891.			2d, income, 1911.			1st, 6s, 1896.			Georgia Railroad—7s.		
1st, Pa. Div.—cp., 7s, 1917.			H. & Cent. Mo.—1st, 90.			1st, 6s, 1896.			6s.		
Alb. & Susq.—1st, 7s.			Mobile & Ohio—New, 6s.			1st, 6s, 1896.			Kans. & Neb.—1st, 7s.		
2d, 7s, 1885.			Coll. & Tex. R. R.—1st, 6s.			1st, 6s, 1896.			Long Island—1st.		
1st cons., guar. 7s, 1906.			Morgan L. & T.—1st, 6s.			1st, 6s, 1896.			Mem. & Char.—1st.		
Reg. & S. & A. 1st, coup.						1st, 6s, 1896.			1st, consol., Tenn. Hen.		
1st, reg., 1921.						1st, 6s, 1896.			N. & G. & W. L. L.—1st, 6s.		
Dent. & Rio Gr.—1st, 1900.						1st, 6s, 1896.			St. Joseph & Pacific—1st.		
						1st, 6s, 1896.			2d.		
						1st, 6s, 1896.			St. Jos. & West.—Stock		
						1st, 6s, 1896.			1st, 6s, 1910.		
						1st, 6s, 1896.			Western N. C.—1st, 7s.		

New York Local Securities.

Bank Stock List.			Insurance Stock List.		
COMPANIES.			COMPANIES.		
Par.	Bid.	Ask.	Par.	Bid.	Ask.
Marked thus (*) are not National.					
America.....	100	158	American.....	50	143
Am. Exchange.....	100	157	American Exchange.....	100	155
Bowery.....	100	157	Bowery.....	25	200
Brooklyn.....	25	157	Brooklyn.....	25	185
Butcher & Drov's.....	25	157	Brooklyn.....	17	156
Central.....	100	157	Chatham.....	100	157
Chatham.....	25	157	Chatham.....	70	117
Chemical.....	100	157	Citizens.....	100	157
Citizens.....	100	157	Citizens.....	100	157
Continental.....	100	157	Continental.....	100	157
Corn Exchange.....	100	157	Empire City.....	100	157
East River.....	25	157	Empire City.....	100	157
Eleventh Ward.....	25	157	Farragut.....	50	129
Fifth.....	100	157	Farragut.....	17	85
Fifth Avenue.....	100	157	Firemen's Trust.....	10	105
Fourth.....	100	157	Franklin & Emp.....	100	192
Fulton.....	30	157	German-American.....	50	150
Gallatin.....	75	63 1/2	German-American.....	50	150
German American.....	100	157	Globe.....	50	115
German Exchange.....	100	157	Greenwich.....	100	157
Germania.....	100	157	Hamilton.....	15	122
Greenwich.....	100	157	Hanover.....	50	143
Imp. and Traders.....	100	240	Hoffman.....	50	75
Irving.....	50	157	Hoffman.....	100	157
Island City.....	100	157	Howard.....	50	90
Leather Market.....	100	157	Importers & Traders.....	100	63
Manhattan.....	50	143	Irving.....	100	63
Marine.....	100	157	Knickerbocker.....	40	80
Marine.....	25	151	Lafayette (Brklyn.).....	100	73
Mechanics' Assoc'n.....	50	105	Lamar.....	100	73
Mechanics & Traders.....	25	98	Lenox.....	25	73
Mercantile.....	100	157	Long Island (Brklyn.).....	50	103
Mechanics' Exch'ge.....	50	130	Lorillard.....	25	69
Metropolitan.....	100	157	Manufacturers & Build.....	100	119
Murray Hill.....	100	157	Manhattan.....	100	77
Nassau.....	100	103	Mech. & Traders.....	25	140
New York.....	100	157	Mechanics' (Brklyn.).....	50	140
N. Y. Nat'l Exch'ge.....	100	157	Mechanics.....	50	140
Ninth.....	100	157	Mechanics.....	50	115
North America.....	70	10	Montauk (Brooklyn).....	50	112
North River.....	100	113	Nassau (Brooklyn).....	50	150
Oriental.....	25	157	National.....	100	157
Pacific.....	50	157	New York Equitable.....	100	157
Park.....	100	157	New York Fire.....	100	105
People's.....	25	157	New York & Boston.....	100	18
Phenix.....	20	100	New York City.....	100	157
Produce.....	50	157	Niagara.....	50	155
Republ.....	100	157	North River.....	25	100
Seventh Ward.....	100	157	Pacific.....	25	100
Shoe and Leather.....	100	124	Pacific.....	25	100
State of New York.....	100	119	Peter Cooper.....	20	185
Third.....	100	157	People's.....	50	115
Traders'.....	40	157	Phenix.....	50	143
United States.....	50	155	Republic.....	50	65
West Side.....	100	157	Ruigers.....	25	135
			Standard.....	50	115
			Star.....	100	53
			Sterling.....	100	53
			Stuyvesant.....	25	123
			Traders'.....	25	75
			United States.....	25	130
			Vestchester.....	100	157
			Williamsburg City.....	50	325

Gas and City Railroad Stocks and Bonds.

(Gas Quotations by George H. Prentiss, Broker, 11 Wall Street.)

GAS COMPANIES.		Par.	Amount.	Period.	Rate.	Date.	Bid.	Ask.
Brooklyn Gas Light Co.	25	2,000,000	Var.	5	May, '82	100	101	
Citizens Gas Co. (Brklyn.)	20	1,200,000	Var.	2 1/2	Jan. '82	63	70	
do bonds.	1,000	315,000	A. & O.	7	1898	105	110	
Jersey City & Hoboken	50	1,850,000	F. & A.	3	Feb. '78	95	96	
Manhattan	50	250,000	F. & A.	7	Jan. '82	100	101	
Metropolitan	100	2,500,000	M. & N.	4	May, '82	105	110	
do bonds.	100	2,500,000	M. & N.	4	May, '82	105	110	
Mutual, N. Y.	100	5,000,000	Q. & A.	1 1/2	Apr. '82	94	94	
do bonds.	1,000	1,000,000	F. & A.	3 1/2	1882	100	103	
Nassau, Brooklyn	25	1,000,000	Var.	3	Sept. '82	62	62	
do bonds.	100	700,000	M. & N.	3	Sept. '82	95	95	
New York	100	4,000,000	M. & N.	5	May, '82	115	117	
People's (Brooklyn)	1,000	1,000,000	F. & A.	3 1/2	Jan. '82	76	45	
do bonds.	1,000	375,000	M. & N.	7	1897	105	107	
Central of New York	Var.	180,000	F. & A.	3	Jan. '82	80	80	
Williamsburg	50	1,000,000	Q. & A.	1 1/2	Feb. '82	80	82	
do bonds.	1,000	1,000,000	A. & O.	4	1900	101	101	
Metropolitan, Brooklyn	100	1,000,000	M. & N.	2 1/2	Jan. '82	80	85	
Municipal	100	3,000,000	M. & N.	3	May, '82	105	110	
do bonds.	100	750,000	M. & N.	3	May, '82	105	110	
Fulton Municipal	100	1,500,000	M. & N.	3	1888	80	88	

(Quotations by H. L. Grant, Broker, 145 Broadway.)

Bleecker St. & Fulton Ferry—Stk	100	900,000	J. & J.	7	July, '82	25	56 1/2	
do mortgage.	1,000	664,000	J. & J.	7	July, '82	105	112	
Broadway & Seventh Av.—Stk	100	2,100,000	Q.—J.	3	Apr. '82	145	150	
do mortgage.	1,000	1,500,000	J. & D.	7	Jan. '82	103	104	
Brooklyn City	100	200,000	Q.—F.	3 1/2	Jan. '82	100	101	
do mortgage.	1,000	300,000	M. & N.	7	Nov. '82	102	110	
Broadway (Brooklyn)—Stock	100	200,000	Q.—J.	3	Apr. '82	150	170	
Brooklyn Cross-town—Stk	100	400,000	Q.—J.	3	Apr. '82	150	170	
do mortgage.	1,000	400,000	F. & A.	3	Apr. '82	103	110	
Bushwick Av. (Brklyn)—Stock	100	500,000	J. & J.	2 1/2	Apr. '82	135	145	
Central Pk. N. & E. Riv.—Stock	100	1,800,000	Q.—J.	2	Apr. '82	143	145	
Consolidated mort. bonds.	1,000	1,200,000	J. & D.	7	Dec. 1892	116	119	
Christopher & Rensselaer—Stk	100	250,000	J. & J.	7	1894	100	110	
do bonds.	1,000	250,000	J. & J.	7	1894	100	110	
Dry Dock E.B. & Batt'ry—Stock	100	1,200,000	Q.—F.	4	May, '82	240	245	
do mortgage.	500	900,000	J. & D.	7	June, '82	115	119	
Eighth Avenue—Stock	100	1,000,000	Q.—J.	7	Apr. '82	100	110	
do mortgage.	1,000	300,000	J. & J.	7	Apr. '82	100	110	
4th St. & Grand St. Ferry—Stk	100	748,000	M. & N.	6	May, '82	206	206	
do mortgage.	1,000	228,000	A. & O.	7	Apr. '82	110	115	
Central Cross Town—Stk	100	600,000	M. & N.	7	Nov. 1892	103	106	
do mortgage.	1,000	200,000	M. & N.	7	Nov. 1892	103	106	
Hout West St. & Pav. Fy—Stk	100	250,000	J. & J.	7	July, '82	105	110	
do mortgage.	500	500,000	J. & J.	7	Jan. '82	150	153	
Second Avenue—Stock	100	1,200,000	A. & O.	7	Apr. '82	105	113	
do mortgage.	1,000	1,050,000	M. & N.	7	Nov. '82	107	108 1/2	
Consol. convertible	500	200,000	M. & N.	7	Sept. '82	150	153	
Sixth Avenue—Stock	100	750,000	M. & N.	7	July, '82	100	103	
do mortgage.	1,000	600,000	J. & J.	7	July, '82	100	110	
Third Avenue—Stock	100	2,000,000	Q.—F.	5	May, '82	200	203	
do mortgage.	1,000	2,000,000	J. & J.	7	May, '82	109	115	
Twenty-third St.—Stock	100	250,000	M. & N.	7	May, '82	110	115	
do mortgage.	1,000	250,000	M. & N.	7	May, '82	110	115	

* This column shows last dividend on stocks, but the date of maturity of bonds.

Quotations in Boston, Philadelphia and Baltimore.

SECURITIES.		Bid.	Ask.	SECURITIES.		Bid.	Ask.
BOSTON.				BALTIMORE.			
Atch. & Topeka 1st m. 75.	Jan. & Atl. 2d m. 65, 1901.	102 1/2
do land grant 75.	do cons. 5 p. c.
Atlantic & Pacific, 65.	Cam. & Burlington Co. 6 1/2 p. c.
do income.	Catawissa 1st m. 75, conv. cp. 32
Boston & Maine 75.	do chat. m. 108, 75
do Boston & Albany 75.	do new 75, 1907 & cp.	130
do do.	Charlter Valley 1st m. 75, C. 1907
Boston & Lowell 75.	Connecting 65, cp. 1900-1901	116
Burl. & Mo. land grant 75.	Delaware m. 65, reg. & cp. var
do Nebr. 65.	Del. & Bound R.R. 75, 1905
do do.	East Penn. 1st m. 75, 78
Chicago Burl. & Quincy D. Ex.	Easton & Amboy 55, 1920	115
Conn. & Passumpsic, 75.	El. & Wmsport, 1st m. 65, 1910
Connecticut Valley 75.	do do.
Cal. & Southern, 65.	Harriaburg 1st m. 75, 81
Fitchburg R.R. 65.	H. & B. T. 1st m. 75, gold 90
Port Scott & Gulf 75.	do cons. m. 55, 1905	80
Hartford & Erie 75.	do do.
K. City Lawrence & So. 65.	Junction 1st m. 75, 82	102 1/2
Little R.R. & Ft. Smith, 75, 1st	do 2d m. 65, 1900
Mexican Central, 75.	Lehigh Valley, 1st m. 75, reg. 75	129
New York & New Eng. 65.	do do.
New Mexico & So. Pac. 75.	do 2d m. 75, reg. 1910	130 1/2
Ogdenburg & L. Ch. con. 65.	do con. m. 75, reg. 1910	121
Old Colony, 75.	do do.
Old Colony, 75.	do con. m. 65, reg. 1905
Pueblo & Ark. Valley, 75.	do con. m. 65, reg. 1905
Rutland 65, 1st m. 75.	do do.
Sono's 75.	do do.
Atchison & Topeka.	do do.
Boston & Albany.	do do.
Boston & C. & Fitch.	do do.
Boston & Lowell.	do do.
Boston & Providence.	do do.
Chesire preferred.	do do.
Chic. & W. Michigan.	do do.
Cin. & Ind. & Ill. 75.	do do.
Concord.	do do.
Connecticut River.	do do.
Conn. & Passumpsic.	do do.
Contra Valley.	do do.
Eastern (Mass.).	do do.
Eastern (N. Hampshire).	do do.
Fitchburg.	do do.
Flint & Pere Marq.	do do.
Port Scott & Gulf, pref.	do do.
Iowa Falls & Sioux City.	do do.
Little Rock & Fort Smith.	do do.
Maline central.	do do.
Manchester & Lawrence.	do do.
Mar. Hoagh. & O. t. pref.	do do.
Massachusetts.	do do.
New York & New England.	do do.
Old Colony, 75.	do do.
Old Colony, 75.	do do.
Pueblo & Ark. Valley, 75.	do do.
Rutland 65, 1st m. 75.	do do.
Sono's 75.	do do.
Atchison & Topeka.	do do.
Boston & Albany.	do do.
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Chic. & W. Michigan.	do do.
Cin. & Ind. & Ill. 75.	do do.
Concord.	do do.
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Contra Valley.	do do.
Eastern (Mass.).	do do.
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Port Scott & Gulf, pref.	do do.
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Massachusetts.	do do.
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Chic. & W. Michigan.	do do.
Cin. & Ind. & Ill. 75.	do do.
Concord.	do do.
Connecticut River.	do do.
Conn. & Passumpsic.	do do.
Contra Valley.	do do.
Eastern (Mass.).	do do.
Eastern (N. Hampshire).	do do.
Fitchburg.	do do.
Flint & Pere Marq.	do do.
Port Scott & Gulf, pref.	do do.
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Conn. & Passumpsic.	do do.
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Flint & Pere Marq.	do do.
Port Scott & Gulf, pref.	do do.
Iowa Falls & Sioux City.	do do.
Little Rock & Fort Smith.	do do.
Maline central.	do do.
Manchester & Lawrence.	do do.
Mar. Hoagh. & O. t. pref.	do do.
Massachusetts.	do do.
New York & New England.	do do.
Old Colony, 75.	do do.
Old Colony, 75.	do do.
Pueblo & Ark. Valley, 75.	do do.
Rutland 65, 1st m. 75.	do do.
Sono's 75.				

Railroad Earnings.—The latest railroad earnings and the totals from January 1 to latest date are given below. The statement includes the gross earnings of all railroads from which returns can be obtained. The columns under the heading "Jan. 1 to latest date" furnish the gross earnings from Jan. 1 to, and including, the period mentioned in the second column:

Roads.	Latest Earnings Reported.	Jan. 1 to Latest Date.			
		Week or Mo			
		1882.	1881.	1882.	1881.
Ala. Gt. Southern	May	\$4,853	\$2,304	\$38,050	\$295,117
Atch. Top. & S. Fe	May	1,153,611	1,046,125	5,653,718	4,199,656
Bost. & N. Y. A. L.	April	2,945	22,854	92,710	86,391
Buff. Pittsb. & W.	April	50,333	50,515	21,087	193,091
Burr. Ced. R. & N.	1st wk J'ne	47,477	44,330	1,127,619	835,550
Calro & St. Louis	4th wk M'y	7,192	9,670	143,997	713,747
Cent. Br. Un. Pac.	1st wk J'ne	12,176	21,739	338,958	341,616
Central Pacific	May	2,353,000	2,091,411	9,952,144	8,730,543
Chesap. & Ohio	April	267,454	227,343	870,698	802,753
Chicago & Alton	1st wk J'ne	155,478	154,062	2,963,103	2,764,760
Chic. Bur. & G.	April	1,539,838	1,574,371	6,213,189	5,357,281
Chic. & East. Ill.	1st wk J'ne	36,483	36,209	718,378	651,787
Chic. & Gr. Trunk	Wk J'ne 10	35,548	27,927	1,000,000	900,000
Chic. Mil. & St. P.	1st wk J'ne	403,000	400,664	7,923,000	7,579,654
Chic. & Northw.	1st wk J'ne	467,017	486,739	9,918,816	7,232,023
Ch. St. P. Min. & O.	1st wk J'ne	88,796	93,360	1,946,658	1,372,725
Chic. & W. Mich.	April	126,814	111,247	474,950	373,722
Cin. Ind. St. L. & C.	May	159,110	191,096	1,016,923	919,780
Cincinnati South.	26th May	161,506	149,812	920,000	777,304
Clev. Akron & Col.	1st wk J'ne	6,617	7,672	201,907	175,505
Col. Hook. V. & T.	1st wk J'ne	48,800	42,453	1,008,107	876,824
Deny. & Rio Gr.	2d wk J'ne	124,682	133,824	2,874,695	2,229,853
Des M. & Ft. D.	3d wk M'y	5,933	6,189	141,840	114,717
Det. Lan. & No.	4th wk M'y	52,036	39,776	636,588	499,231
Dub. & Sioux C.	1st wk J'ne	21,972	23,769	486,428	402,672
Eastern	April	258,835	244,905	945,568	874,340
E. Tenn. Va. & Ga.	May	231,148	208,075	1,000,000	900,000
Europ. & No. Am.	March	47,132	41,505	118,895	108,831
Evansv. & T. H.	May	63,371	55,748	1,000,000	900,000
Flint & P. Marq.	1st wk J'ne	39,488	36,756	832,602	694,473
Gal. Har. & San A.	4th wk M'y	36,180	22,922	515,335	481,669
Grand Trunk	Wk J'ne 3	223,070	219,843	4,455,734	4,515,191
Great Western	Wk J'ne 9	93,650	85,136	2,129,291	2,308,956
Gr. Bay W. & S. P.	4th wk M'y	11,380	12,129	149,229	139,313
Hannibal & St. Jo.	1st wk J'ne	36,610	44,554	782,825	881,947
Hous. E. & W. Tex.	May	23,057	11,708	98,979	52,197
Illinois Cent. (Ill.)	May	534,983	527,266	2,682,520	2,436,095
Do (Iowa)	May	139,766	145,993	702,489	613,226
Ind. Bloom. & W.	1st wk J'ne	50,343	54,780	1,016,645	1,001,582
Int. & Gt. North.	1st wk J'ne	51,349	35,327	1,157,013	1,007,086
Iowa Central	May	84,417	74,067	445,512	300,338
K. C. Ft. S. & Gulf	3d wk M'y	22,333	30,491	613,346	531,646
K. C. Law. & So.	3d wk M'y	13,553	10,439	1,000,000	900,000
L. Erie & West.	1st wk J'ne	28,478	28,465	590,489	526,058
L. R. & Ft. Smith	May	30,200	32,700	1,000,000	900,000
Long Island	1st wk J'ne	53,015	48,752	768,066	683,259
Louisv. & Nashv.	1st wk J'ne	207,980	195,100	5,098,091	4,444,730
Maine Central	April	165,578	153,353	615,570	556,474
Mar. Hough. & O.	April	33,000	17,104	105,134	61,546
Mil. L. S. & West	1st wk J'ne	17,160	10,984	355,135	202,720
Min. & St. Louis	2d wk M'y	29,790	20,038	490,159	270,243
Mo. Kan. & Tex.	1st wk J'ne	108,109	97,676	2,297,532	1,986,203
Missouri Pacific	1st wk J'ne	116,047	137,486	2,795,938	2,562,712
Mobile & Ohio	May	137,645	145,803	75,155	981,382
Nashv. Ch. & St. L.	April	154,155	183,526	632,115	700,245
N. Y. & N. Eng'd	May	283,244	217,186	1,243,111	1,069,480
N. Y. Pa. & Ohio	April	450,555	478,250	1,739,880	1,812,340
Norfolk & West.	April	171,793	174,438	661,793	688,638
Northern Cent.	April	427,120	487,742	1,686,242	1,983,352
Northern Pacific	1st wk J'ne	155,600	96,140	2,054,732	1,983,352
Ohio Central	1st wk M'y	19,065	9,895	309,581	176,923
Ohio Southern	1st wk J'ne	6,913	7,102	151,126	151,126
Oregon R. & N. Co.	May	381,300	403,780	1,844,600	1,391,293
Pennsylvania	April	3,855,850	3,760,372	14,448,214	13,889,565
Peoria Dec. & Ev.	1st wk J'ne	13,395	13,296	323,493	320,032
Philadelph. & Erie	April	277,851	293,323	1,042,135	1,028,700
Phila. & Reading	April	1,705,712	1,484,864	6,113,297	5,740,091
Do Coal & Ir.	April	989,994	997,642	3,794,600	3,469,053
Richm. & Danv.	March	332,702	313,899	908,351	831,863
Rochest. & Pitts.	1st wk J'ne	4,700	4,778	113,775	92,205
St. Johns. & L. C.	April	17,836	13,233	64,945	48,799
St. L. Alt. & T. H.	4th wk M'y	24,757	44,890	489,369	594,249
Do (brechs.)	1st wk J'ne	12,451	11,674	304,725	330,223
St. L. Iron Mt. & S.	1st wk J'ne	126,038	110,670	2,827,641	2,971,797
St. L. & San Fran.	April	53,022	63,592	1,325,647	1,265,000
St. Paul & Dul.	March	63,538	49,904	1,392,298	1,392,298
St. P. Minn. & M.	1st wk J'ne	201,682	89,859	2,976,298	1,632,818
Scioto Valley	1st wk J'ne	10,332	8,199	202,611	131,058
South Carolina	April	78,380	83,562	443,499	455,802
Texas & Pacific	1st wk J'ne	84,383	66,148	1,762,495	1,513,239
Tol. Del. & Burl.	1st wk J'ne	16,698	13,435	385,197	243,468
Union Pacific	May	2,491,590	2,819,238	10,916,000	8,371,000
Utah Central	April	139,484	139,484	490,981	490,981
Vicksb. & Mer.	May	30,532	30,281	191,575	191,575
Wab. St. L. & Pac.	1st wk J'ne	288,801	290,721	6,550,367	5,208,995
West Jersey	March	70,103	59,889	176,465	154,983
Wisconsin Cent.	May	126,356	116,334	744,009	518,358

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

	Receipts.		Payments.		Balances.	
June 10.	\$31,484	37	\$1,590,419	89	\$8,311,085	39
" 12.	1,417,971	65	2,632,793	40	87,091,395	41
" 13.	2,205,084	95	1,563,732	55	87,722,283	89
" 14.	11,794,678	86	11,777,601	39	87,260,637	46
" 15.	676,169	58	1,074,954	71	86,906,188	13
" 16.	1,004,208	28	1,603,312	46	86,310,763	74
Total	18,029,597	69	19,642,814	40		

* Includes a deposit transfer of \$10,000,000 from one account on the books to another.

Coins.—The following are quotations in gold for various coins:

Sovereigns.....	\$4 86 @ \$4 90	Silver 1/4 and 1/2s.....	99 3/4 @ par.
Napoleons.....	3 85 @ 3 89	Five francs.....	93 @ 95
X & Reichmarks.	4 74 @ 4 79	Mexican dollars.....	90 @ 90 1/2
X Guilders.....	3 96 @ 4 00	Do uncommenced.....	88 @ 89 1/2
Span'n Doubloons.	15 55 @ 15 70	English silver.....	4 77 @ 4 84
Mex. Doubloons.	15 45 @ 15 60	Prus. silv. thalers.....	68 @ 70
Fine silver bars.....	1 14 @ 1 13 1/2	U. S. trade dollars.....	99 1/2 @ 99 3/4
Fine gold bars.....	par @ 4 prem	U. S. silver dollars.....	99 1/2 @ par
Dimes & 1/2 times.....	99 1/2 @ par		

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on June 10:

Banks.	Capital.	Average amount of				
		Loans and discounts.	Specie.	Legal Tenders.	Net dept's other than U. S.	Circulation.
	\$	\$	\$	\$	\$	\$
New York.....	2,000,000	10,045,000	2,417,000	512,000	10,192,000	406,000
Manhattan Co.	2,000,000	8,000,000	1,088,000	294,000	6,855,000	.....
Merchants	2,000,000	7,350,000	878,700	1,314,300	6,731,900	.....
Mechanics'	2,000,000	7,800,000	1,088,000	918,300	6,491,000	300,000
Union.....	1,300,000	6,412,300	688,700	323,900	3,798,400	.....
American	3,000,000	8,732,400	1,169,700	679,100	6,409,500	1,100
Phoenix.....	1,000,000	3,525,000	763,000	85,000	3,305,000	267,500
City.....	1,000,000	5,598,800	3,720,700	378,000	7,502,700	.....
Tradesmen's.....	1,000,000	2,828,300	261,100	87,900	1,450,500	702,500
Chemical	300,000	1,387,000	208,000	151,300	1,443,500	.....
Garrett's Exch.	1,000,000	4,399,000	4,178,300	626,500	15,309,700	.....
Marine National	1,000,000	3,490,300	576,800	318,000	3,400,200	51,700
Brooklyn	300,000	1,676,300	311,400	178,300	2,511,900	780,800
Mechanics & Tr.	200,000	1,043,000	171,000	136,000	1,090,000	239,100
Greenwich	200,000	1,017,300	21,400	152,500	1,000,000	2,800
Seafarmer	300,000	3,353,400	338,700	1,000,000	2,565,900	472,100
Seventh Ward	300,000	990,300	184,800	94,700	7,011,500	27,400
State of N. York	800,000	3,975,000	535,300	262,700	4,389,400	45,000
American Exch.	5,000,000	12,982,000	839,000	1,891,000	10,306,000	.....
Commerce	5,000,000	15,110,900	2,518,300	1,000,000	9,418,700	663,700
Brooklyn	1,000,000	5,299,100	880,600	157,800	4,047,000	897,700
Mercantile	1,000,000	6,748,800	1,081,800	629,700	6,631,300	795,900
Pacific	422,700	2,196,700	456,200	246,300	2,020,000	.....
Republic	1,500,000	5,516,000	332,800	104,100	3,579,800	1,193,000
Chatham	1,000,000	3,253,000	152,000	104,100	2,412,200	420,000
People's	200,000	1,330,100	123,200	130,300	1,605,000	5,400
North America	700,000	2,275,700	382,000	183,000	2,835,500	.....
Manover	1,000,000	4,590,400	446,800	380,700	9,907,000	742,800
Metropolitan	3,000,000	12,798,000	1,947,000	613,000	9,549,000	2,350,000
Citizens'	800,000	2,000,400	382,400	276,300	2,233,200	907,000
Nassau	1,000,000	2,592,300	328,000	184,100	2,413,200	3,900
Market	500,000	2,991,100	443,500	104,700	2,428,500	44,000
St. Nicholas	500,000	3,329,500	307,400	80,300	1,688,500	448,000
Shoe & Leather	500,000	3,327,000	622,000	273,000	3,340,000	450,000
Corn Exchange	1,000,000	4,890,100	203,700	165,000	3,070,400	4,600
Continental	1,000,000	6,488,200	1,139,200	276,800	6,587,900	606,900
Oriental	300,000	2,053,800	18,800	395,900	1,933,900	.....
Marine	400,000	3,540,000	587,000	399,000	3,884,900	45,000
Importers & Tr.	1,500,000	10,499,300	5,895,200	264,800	21,487,100	1,068,700
Park	2,000,000	10,713,400	2,206,100	3,380,000	15,872,600	45,000
Wall St. National	500,000	1,278,600	260,000	55,500	1,162,600	.....
North River	240,000	1,251,700	21,200	214,900	1,290,400	.....
East River	250,000	1,111,800	154,500	111,500	971,700	294,300
Fourth National	3,000,000	13,782,900	3,035,300	3,908,000	10,400,400	783,700
Central National	2,000,000	8,794,000	1,319,000	1,000,000	7,475,000	.....
Second National	300,000	3,359,900	719,000	340,000	4,124,000	.....
Ninth National	750,000	5,283,800	644,000	740,800	5,716,200	.....
First National	500,000	1,455,900	3,297,700	815,100	15,892,700	437,600
Third National	1,000,000	4,890,200	875,000	77,000	7,282,000	.....
N. Y. Nat. Exch.	300,000	1,485,300	131,600	120,000	1,136,300	.....
Bowery National	250,000	1,802,500	171,000	248,200	1,626,000	225,000
N. York County	300,000	1,727,300	175,800	509,100	2,036,900	.....
German Nat. Exch.	300,000	1,485,300	87,000	77,000	1,321,600	91,500
Chase National	300,000	4,518,800	919,300	333,000	5,003,100	12,000
Fifth Avenue	100,000	2,073,500	456,300	118,100	2,222,900	.....
German Exch.	300,000	1,563,900	53,100	122,100	1,753,100	.....
German Nat. Exch.	300,000	1,485,300	1,482,000	1,482,000	1,482,000	.....
U. S. Nat.	500,000	3,933,300	923,500	127,500	4,137,200	415,100
Lincoln Nat.	300,000	914,800	139,000	85,700	882,400	45,000

Investments

AND

STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT contains a complete exhibit of the *Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies*. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the CHRONICLE. Single copies are sold at \$2 per copy.

ANNUAL REPORTS.

Canada Southern.

(For the year ending Dec. 31, 1881.)

The annual report just issued states that the number of miles of road operated in 1881 was the same as in 1880—403.64, of which 229.20 miles are main line (International Bridge to Amherstburg, Ontario) and 174.44 miles are branches and tributary roads.

The amount charged to construction account during 1881 was \$76,227. Nothing was charged to equipment account in 1881. The locomotive and the passenger car equipment remain the same as at the close of 1880. The freight equipment shows a decrease of fourteen, being for cars worn out and destroyed, not yet replaced.

Mr. William H. Vanderbilt says in his report: "The year 1881 was one of disappointment and reaction in railroad business. During the first three or four months, traffic with the West and Northwest was greatly deranged, and at times almost entirely suspended, in consequence first of snow-storms of unusual extent and severity, and afterward of resulting floods, which caused wide-spread injury to railroad property. Although this company's road was at no time seriously blocked, the severe weather encountered by its western connections occasioned a partial suspension of business during the time referred to, and a consequent loss of revenue. There had been but a partial recovery from the effects of these adverse circumstances when new difficulties arose in the form of a disastrous railroad war, which broke out early in the summer, and which continued with increasing seriousness until the end of the year. The low rates made for both passengers and freight during this period are without precedent, and as the earnings of the Canada Southern Railway are mainly dependent upon through and competitive business, it is not surprising that they have suffered the decrease shown in the figures of this report. It will be observed that the average rate per ton per mile received for all freight, including local, was 1.12 mills less than the rate obtained in 1880, which, with the increased tonnage of 1881, represents a loss to revenue of \$546,521.36. The average rate per mile received from each passenger during 1881 was 3.51 mills less than the rate of 1880, which, with the increased movement of passengers in 1881, represents a loss to revenue of \$143,622.13. It is gratifying to notice that the local business of the road, as compared with 1880, shows an increase of 15.03 per cent in tonnage and of 20.8 per cent in the number of passengers carried."

"As might be expected, with an increase in the amount of freight and the number of passengers carried, there was also a considerable increase in operating expenses; but, in addition to the increase naturally resulting from the movement of a larger business, there was during 1881 an advance in the cost of fuel and materials used, as well as in the wages of labor employed. The increase in operating expenses of 11.06 per cent is not larger than is easily accounted for by the increase of 10.73 per cent in the number of tons of freight and of 21.4 per cent in the number of passengers carried, in connection with the other causes mentioned." * * *

"On the 1st of January, 1881, the rate of interest on the company's new first mortgage bonds became five per cent instead of three per cent, as it had previously been, thus causing an increase in the amount of fixed charges for the year (on the basis of the bonds actually issued) of \$270,825.09, the total amount of interest paid being \$678,624.70, instead of \$407,799.61, as in 1880."

The following comparative statistics have been compiled for the CHRONICLE:

ROAD AND EQUIPMENT.			
	1880.	1881.	
Total miles operated.....	404	404	
Locomotives.....	89	89	
Passenger, mail and express cars.....	61	61	
Freight cars.....	2,652	2,638	
OPERATIONS AND FISCAL RESULTS.			
	1880.	1881.	
Operations—			
Passengers carried.....	468,640	569,094	
Passenger mileage.....	34,549,322	40,917,987	
Rate per passenger per mile.....	2.097 cts.	1.746 cts.	
Freight (tons) moved.....	2,052,945	2,273,241	
Freight (tons) miles.....	454,499,333	487,965,507	
Average rate per ton per mile.....	0.643 cts.	0.531 cts.	
Earnings—			
Passenger.....	\$724,666	\$714,440	
Freight.....	2,918,132	2,590,769	
Mail, express, &c.....	62,881	64,051	
Total gross earnings.....	\$3,705,679	\$3,369,260	
Operating expenses—			
Maintenance of way, &c.....	\$296,175	\$348,937	
Maintenance of equipment.....	388,584	410,343	
Transportation expenses.....	1,620,605	1,791,752	

	1880.	1881.
Taxes.....	\$15,041	\$15,711
Miscellaneous.....	85,935	105,602
Total (including taxes).....	\$2,406,340	\$2,672,345
Net earnings.....	\$1,299,339	\$696,915
Per cent of operat'g expenses to earn'gs.....	64.94	79.31

INCOME ACCOUNT.

	1880.	1881.
Receipts—		
Net earnings.....	\$1,299,339	\$696,915
Other receipts.....	79,901	9,657
Total income.....	\$1,377,240	\$706,572
Disbursements—		
Interest on debt.....	407,800	678,625
Discharge of balances, old lines.....	423,286	
Dividends.....	(2½) 375,000	
Miscellaneous.....	36,301	88,651
Total disbursements.....	\$1,242,387	\$767,276
Balance.....	Sur.\$134,853	Def.\$60,704

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

	1880.	1881.
Assets—		
Railroad, buildings, equipment, &c.....	\$23,904,892	\$23,981,119
Stocks owned, cost.....	1,637,303	1,637,303
Bonds owned, cost.....	3,300,032	13,310,033
Bills and accounts receivable.....	202,305	220,310
Materials, fuel, &c.....	397,067	270,654
Cash on hand.....	545,028	473,854
Uncollected balances & freight charges.....	568,146	286,758
Total.....	\$30,554,773	\$30,180,031
Liabilities—		
Stock, common.....	15,000,000	15,000,000
Funded debt, (see SUPPLEMENT).....	13,706,759	13,708,038
Bills and accounts payable.....	795,022	704,243
Coupons payable.....	208,603	353,098
Dividends No. 1.....	375,000	
Income account.....	415,359	354,652
Total liabilities.....	\$30,554,773	\$30,180,031

* Stocks owned as follows: Canada Southern Bridge Co., \$450,000; Toledo Canada So. & Detroit R'y Co., \$858,000; Erie & Niagara R'y Co., \$100,000; Mich. Midland & Canada RR. Co., \$204,125; N. Y. Central Sleeping Car Co., \$25,078; International Bridge Co., \$100.

† First mortgage bonds owned as follows: Canada Southern Bridge Co., \$988,000; Toledo Canada So. & Detroit R'y Co., \$1,492,537; Erie & Niagara R'y Co., \$600,000; Mich. Midland & Canada RR. Co., \$229,495.

Cincinnati Hamilton & Dayton.

(For the year ending March 31, 1882.)

The President makes a very brief report, without referring to the recent change in control of the company's stock. He says that in addition to the operating expenses of the year there has been expended for construction, equipment and other items, \$141,560. "The bills payable account, which was \$107,200 at last report, has been extinguished. These payments have all been made from net earnings and current assets of the company. No advances have been made since June 1, 1881, on account of our guarantee interest on the Cincinnati Richmond & Fort Wayne Railroad bonds, that road having since earned its own interest, with a fair prospect of continuing to do so, thereby relieving us of what has been an annual average advance of \$19,087 for the last nine years." * * *

"The repairs to bridges and trestles have been more than double that of last year, the increase in this item alone being \$87,569." * * * "The aggregate bonded debt and guaranteed stocks of the company, including its leased lines, as shown in the tables of the Secretary's report, is \$10,326,500, against \$10,325,750 last year, an increase of \$500; at the same time the aggregate annual payments of interest and dividends will be \$646,520 the coming year, against \$654,025, or a decrease of \$37,505, which is a saving to this company of over 1 per cent on its capital stock." * * * "It was deemed expedient to incur a floating debt upon the obligations arising for so much of the extraordinary renewals and construction work as was required to be done during the past year; and, by the defeat of the consolidation policy, no other resource was left your board but to use the entire earnings for the benefit of the property."

COMPARATIVE STATEMENT OF EARNINGS AND EXPENSES ON ALL LINES, IN THE YEARS ENDING MARCH 31, 1880, 1881 AND 1882.

	1879-80.	1880-81.	1881-82
Earnings—			
Passenger.....	\$837,335	\$901,170	\$980,529
Freight.....	1,493,977	1,721,789	1,748,871
Mails.....	32,993	36,132	37,179
Express.....	50,134	51,942	51,547
Indianapolis pool.....	44,429	31,735	23,315
Dayton pool.....	20,415	42,387	28,462
Miscellaneous.....	99,531	97,148	91,543
Total.....	\$2,578,816	\$2,882,300	\$2,961,446
Expenses—			
For fuel and oil.....	\$148,828	\$208,583	\$191,440
Machine shops.....	22,474	25,906	28,696
Maintenance of way.....	390,930	490,945	552,413
Locomotive power.....	260,237	278,242	301,079
Train expenses.....	342,724	410,772	387,694
Station expenses.....	240,914	293,841	305,794
Office expenses.....	89,868	111,994	128,180
Miscellaneous.....	114,199	75,013	136,368
Total operating expenses.....	\$1,610,167	\$1,895,300	\$2,031,664
Taxes, &c.....	82,599	80,022	83,002
Interest.....	452,649	579,915	539,516
D. & M. Dividends.....	131,921	132,902	132,164
Sundries, profit and loss.....		3,710	3,318
Other items.....		14,500	10,086
Total expenses and interest.....	\$2,277,337	\$2,705,751	\$2,799,750
Net surplus.....	\$301,478	\$176,554	\$161,696
C. H. & I. interest unpaid.....	126,000		
Balance.....	\$175,478	\$176,554	\$161,696

Oregon & California Railroad.

(For the year ending December 31, 1881.)

Mr. Villard, the President, in his annual report dated May 1, 1882, says: "Under the former administration the annual reports of the management covered the calendar year; but, deeming it best that the period included in the annual reports should correspond to the corporate year of the company, I have the honor to submit herewith a report for the full calendar year of 1881 and for the first quarter of 1882. Hereafter the annual reports will regularly cover the company's fiscal year." * * *

"There was no change in the mileage of road operated by the company during the period covered by this report. The several lines were operated in two divisions—East Side Division, consisting of main line from Portland to Roseburg, 198 miles; Lebanon Branch, from Albany Junction to Lebanon, 11.5 miles; total, 209.5 miles. West Side Division, Portland to Corvallis, 97 miles. Total mileage, exclusive of side tracks, 306.5 miles.

"From the failure of the company in 1873 until its reorganization the policy was pursued, in order to eke out the largest possible income for the association of bondholders in control of the property, to incur the least possible expense in repairing and renewing the old lines. Measured by the usual standard in the Western States and Territories, only about one-third of the really necessary renewals and repairs was made during the intervening period." * * * "There was another imperative reason for bringing up the condition of the existing lines to a higher standard; that is, the impending change of the main line, upon its connection with the Northern Pacific system, from a mere local channel of transportation, into a part of a great trans-continental thoroughfare, which will be, moreover, the line over which the bulk of the passenger and freight traffic of the entire North Pacific coast between California and Alaska will pass." * * *

"Accordingly, while the yearly average of expenditures for renewals and repairs, during the five years preceding 1881, was only \$173,182; the total expenditure in 1881, on the same account, was \$383,907, thus showing an excess of \$210,725. This excess of expenditure clearly represented one of the objects for which, under the reorganization, a separate fund was created, out of which it was accordingly met. The result has been that the road-bed, trestles, truss-bridges and the track on the main line of the east side division, and on the first forty-seven miles of the west side division (the last fifty miles of the latter division being but just constructed, and hence in the best order), are in a much better condition than they have been for years. I deem it proper to say, however, that considerable work remains to be done in the same direction upon the oldest parts of the system. But, according to the estimates of the manager, the balance of the reorganization betterment fund still on hand will nearly suffice for the purpose, so that the current income will not have to be called on to any considerable extent.

LANDS.

"By the construction of existing lines the company has earned under the several Congressional grants:

"Main line, East Side Division, 1,718,478 acres; West Side Division, 237,000 acres; total, 1,955,478 acres. Less sold by Oregon Central Railroad before consolidation, 11,842 acres; total, 1,943,636 acres. Of which there have been disposed of up to the close of the fiscal year, 146,147 acres, leaving a remainder of lands already earned of 1,797,489 acres.

"For 323,148 acres of this total, patents have been actually obtained by the company. By the construction of the Southern Extension to a junction with the Central Pacific Railroad, the company will further become entitled to 2,208,000 acres.

REVENUE FOR THE YEAR 1881.

The following comparative table shows the gross and net earnings, and the number of passengers and tons of freight carried during the years 1880 and 1881:

	1881.	1880.	Increase.
Gross earnings.....	\$788,488	\$504,694	\$283,793
Operating expenses.....	473,902	387,683	86,219
Net earnings.....	\$314,586	\$117,011	\$197,574
Passengers carried.....	139,320	135,099	4,221
Tons of freight carried.....	154,055	88,797	65,258

From Land Sales and Miscellaneous Receipts.

Cash proceeds of land sales.....	\$42,128
Miscellaneous receipts.....	5,224
Total.....	\$47,353
Less expenditures not included in operating expenses.....	44,733
Net earnings as above.....	314,586

Total net revenue of the company during the year.....\$317,205

REVENUE FOR THE FIRST QUARTER OF 1882.

From the Operation of Lines.

	1881.	1882.
Gross earnings.....	\$122,867	\$210,954
Operating expenses.....	135,349	123,665
Net earnings.....	(loss) \$12,481	\$87,288

From Land Sales, &c.

Cash proceeds of land sales.....	\$3,634
Less expenditures.....	4,201
Sale of old material.....	21,144

Total net revenue, first quarter 1882.....\$112,865

"Several causes contributed to this great improvement in the earnings of the company in the year 1881. In the first place, owing to the scarcity of ocean tonnage on the entire Pacific coast for the export of grain during 1880, a large portion of the wheat crop of that season remained in the country until the early part of 1881." * * *

"Coupled with this increase of tonnage there came the restoration of rates." * * * "The competition by water was ended by the friendly relations now permanently established, it is hoped, between this company and the Oregon Railway & Navigation Company, through the personal union, so to speak, of common management represented by myself, and that by land, through the lease by the last-mentioned company, of the Oregonian Company's system." * * *

"The striking increase in the gross and net earnings for the first quarter of 1882 over the corresponding period of 1881, already referred to, is due in part to the large quantities of grain left over from the crop of last summer at the beginning of the year, and stored along the lines of the company, and in part to the enormous increase of immigration to Oregon since the opening of travel during the present spring." * * *

"THE SOUTHERN EXTENSION."

"The whole region from the southern terminus of the main line at Roseburg to the California boundary, through which the extension is to be built to a connection with the Central Pacific system, is of a character so broken by water courses, ranges of hills and mountains, as to render the selection and location of a definite line a very difficult and necessarily slow undertaking." * * *

"From the unfinished condition of the survey and location of the southern extension, it is quite impossible for the management to indicate at this time, even approximately, the cost of the new line from Roseburg to the Junction with the Central Pacific Railroad. Until the definite location of the heaviest and most expensive part of the line over the Siskiyou Mountains is finished, no reliable calculation can, of course, be made. From estimates of the cost of the actually surveyed and located lines to the base of the Siskiyou Mountains, I feel justified, and consider it my duty to state, however, that the construction fund represented by the available proceeds of the first mortgage loan as far as issued, will not be sufficient to build and equip the line, and that, in all probability, the authorized issue of bonds, at the rate of \$20,000 per mile, will have to be made for the aggregate mileage of the southern extension, in order to provide the requisite funds."

The capital stock is \$12,000,000 preferred and \$7,000,000 common. Funded debt, \$6,000,000 first mortgage bonds.

Indianapolis & St. Louis.

(For the year ending December 31, 1881.)

This company owns a line from Indianapolis to Terre Haute, 71.84 miles. It leases the St. Louis Alton & Terre Haute, from Terre Haute to East St. Louis, 189 miles, with a branch to Alton, Ill., 4.20 miles.

The stock is \$600,000 in amount, and is owned in equal shares by the Pennsylvania Company and the Cleveland Columbus Cincinnati & Indianapolis. The bonded debt consists of \$2,000,000 first mortgage, \$1,000,000 second mortgage and \$500,000 third mortgage or equipment bonds. For three years past interest has been paid on the first mortgage bonds only, and a foreclosure suit is now pending, in which Mr. J. H. Dvereux has been appointed receiver of the company.

The traffic reported is as follows:

	1881.	1880.
Passengers carried.....	439,560	319,394
Tons freight carried.....	1,251,816	920,129
Ton miles.....	196,029,304	148,842,248

The earnings for the year were as follows:

	1881.	1880.
Earnings.....	\$2,048,651	\$2,009,922
Expenses.....	1,434,356	1,401,107
Net earnings.....	\$614,295	\$608,815

The expenses are heavy for rentals, so that the net income is not sufficient to pay interest.

Ogdensburg & Lake Champlain Railroad Company.

(For the fiscal year ending March 31, 1882.)

The annual report just issued gives the following statement of business for the year ending March 31, 1882, to which have been added the corresponding figures for 1880-81.

EARNINGS AND EXPENSES.

	1881-82.	1880-81.
Earnings—		
From freight.....	\$389,238	\$385,271
Passengers.....	115,449	108,932
Cars.....	78,120	63,927
Elevating.....	17,357	16,778
United States Mails.....	10,493	9,564
Express.....	5,000	5,000
Rents.....	3,613	3,449

Less use of foreign cars.....	\$619,278	\$592,021
	9,953	13,353

Total.....	\$609,324	\$578,696
Expenses—		
Maintenance of real estate.....	1881-82.	1880-81.
Repairs of engines, cars, machinery, etc.....	\$144,620	\$113,220
Other expenses of operating the road.....	74,970	78,812
	218,579	191,177

Total operating expenses.....	\$138,469	\$393,210
Net earnings.....	170,854	195,476

From the net earnings of 1881-82 interest was paid as follows:

On first mortgage bonds (two coupons).....	\$36,000
Sinking fund.....	31,360
Consolidated ".....	113,220
Floating debt.....	84,330
	15,673

Surplus.....	\$107,263
	\$3,591

The report says: "There has been added to our equipment this year, and charged to construction account, 285 new long box cars, 10 new Tiffany refrigerator butter-cars, 4 new passenger coaches and 4 caboose cars. We laid, early in the year, one thousand tons steel rails, and charged the difference between the steel and new iron to improvement, and the difference between new and old iron to expenses. The additions thus made to our road and equipment account amount to \$239,082.

"We have since laid another thousand tons of steel rails, which are being charged in the same proportions, to improvement and expenses for 1882. It is hoped that this may be sufficient to keep the road in good condition during the coming year. About thirty-five hundred tons more of steel rails will be required to finish the main track. We are now building about fourteen cars per week in our shops in addition to our usual repairs."

BALANCE SHEET MARCH 31, 1882.

Assets.	Liabilities.
Cost of road and equip. \$6,130,749	Capital stock.....\$3,077,000
Sink. fd. bds. O. & L. O. R. 21,020	Preferred stock.....2,700
Real estate.....14,100	First mtg. bonds.....600,000
Contracts.....4,869	Sinking fund bonds.....392,000
Loans.....6,882	First consol. mtg. bds.....1,403,610
Due from other roads.....34,785	Income mtg. bonds.....998,650
Material on hand.....159,668	Unpaid coupons, including April 1, '82.....45,550
New rails for 1882.....42,091	Unpaid dividends.....510
Bond account.....4,154	March bills unpaid.....62,073
Cash.....22,305	Bill payable.....510,000
St. J. & L. O. bridge.....692	Engines sold to apply on new ones.....6,000
Central Line claim.....392,006	
Suspended accounts.....4,934	
	Total.....\$7,098,123
	Excess of liabilities over assets.....\$259,871
Total.....\$6,838,252	

Morris & Essex.

(For the year ending December 31, 1881.)

From the New Jersey State report we have the operations of this leased road for 1881. The earnings for the year were as follows, compared with 1880:

	1881.	1880.
Passengers.....	\$1,065,644	\$965,836
Freight.....	2,940,124	2,645,681
Other.....	240,589	212,135
Total.....	\$4,246,657	\$3,823,652
Expenses.....	2,599,637	2,377,459
Net earnings.....	\$1,647,020	\$1,446,193

The expenses included all renewals and repairs and also new equipment bought.

The payments by the lessee are not stated, but the rental on main line and branches must have been about \$2,500,000, making a deficit for the lessee of about \$853,000. The bonded debt was increased \$590,000, and the balance sheet Dec. 31 was as follows:

	1881.	1880.
Stock.....	\$15,000,000	\$15,000,000
Bonded debt.....	20,713,000	20,123,000
Total.....	\$35,713,000	\$35,123,000
Cost of road.....	\$21,958,885	\$22,087,319
Equipment.....	12,677,360	12,623,545
Total.....	\$34,636,246	\$34,700,864

GENERAL INVESTMENT NEWS.

Central of Iowa.—The Chicago *Tribune* says that Mr. Cate, the President, bought the Chicago Burlington & Pacific, by which he could make his Chicago extension of the Central Iowa. He proposed to Oskaloosa that if she would vote a tax to the road he would start for Chicago from there. The tax was voted and several hundred feet of road have been built and track laid. But for the continuous wet weather and bad spring, fifty miles of this extension would now be ready for the iron. About 500 teams are at work, and it is being pushed as rapidly as possible. From New Sharon to Newton will also be completed. At a meeting of the directors last week at Marshalltown it was decided to put the entire road in first class shape as a Chicago trunk line. Steel rails will be laid. Entire new and elegant passenger coaches have been recently put on, and a line of sleepers from Marshalltown to St. Paul established. The old board of directors and officers are re-elected for the year.

Chicago Burlington & Quincy.—The Boston *Transcript* says: "The new issue of Chic. Burl. & Quincy stock, according to the circular we published last Saturday, will be \$6,346,744, or 10 per cent of the present capital stock. The capital stock of the company January 1, 1882, according to the report issued but a few weeks ago, was \$55,337,446 51. There was recently added \$7,895,000 by reason of the extension to Denver, and since January 1, \$235,000 in old bonds have been converted into stock, making the total capital stock, upon which a ten per cent increase is to issue, \$63,467,446 51. This increase brings the amount up to nearly seventy millions of dollars, or exactly \$69,814,191 16. A little more than three years ago, or January 1, 1879, the capital stock of this company was \$27,822,610. There are outstanding \$235,500 in bonds of the Chicago Burlington & Quincy company convertible into stock. The conversion of these would make the capital stock slightly in excess of seventy millions of dollars.

The Chicago Burlington & Quincy will soon issue \$4,300,000 of plain four per cent bonds in payment for the securities of the Burlington & Southwestern Railroad Company. It is a striking illustration of the advance in the credit of some railroad companies that, while all the late issues of Chicago Bur-

lington & Quincy bonds have borne interest at the rate of four per cent, the bonds of the company soon falling due bear interest at the rate of eight per cent. \$2,412,000 of Chicago Burlington & Quincy eight per cent bonds fall due upon the first day of next January, and also \$43,000 of the Burlington & Missouri River Railroad Company in Nebraska.

—The following is a statement of earnings for the month ending April, and for the four months of the year 1882, compared with corresponding time last year:

<i>For the month—</i>	<i>Gross Earnings.</i>	<i>Expenses.</i>	<i>Net Earn'gs.</i>
Ending April, 1882.....	\$1,530,838	\$823,146	\$707,691
Ending April, 1881.....	1,574,371	875,313	699,057
Increase.....	\$.....	\$.....	\$8,634
Decrease.....	\$13,533	\$52,169	\$.....
<i>For four months—</i>			
From Jan. 1 to Apl. 30, '82.....	\$6,213,189	\$3,487,067	\$2,726,122
From Jan. 1 to Apl. 30, '81.....	5,935,289	3,052,062	2,283,226
Increase.....	\$877,900	\$435,005	\$442,895

Chicago Milwaukee & St. Paul.—The Wall Street *Daily News* has the following: "The Hon. Jeremiah Milbank, who has just returned from the annual meeting, said to a representative of this paper yesterday: 'The dispatches, as you received them, were erroneous. What the directors did do was to authorize the company to sell to common and preferred shareholders of record 20 per cent of their holdings in common stock at par. Every preferred holder of one hundred shares can get twenty shares of the common at par, and each holder of the common has the same right. Of course if any stockholder does not subscribe, the company would get the market price for his allotment. This is equivalent to an increase in the common stock of about \$6,400,000.'"

Cincinnati Hamilton & Dayton.—At the annual meeting of stockholders at Cincinnati, June 13, the following directors were elected: H. J. Jewett, George R. Blanchard, C. C. Waite, John Carlisle, E. A. Ferguson, F. H. Short, E. N. Larale, C. S. Brice and C. R. Cummings. Messrs. Blanchard, Waite and Carlisle were appointed an executive committee, and will call a meeting for the election of officers.

Cincinnati Indianapolis St. Louis & Chicago.—At a meeting of the board of directors of this company, held May 15, 1882, the following preamble and resolutions were passed by the board, viz.:

Whereas, The largely increased traffic of this company demands greater facilities for the advantageous conducting of its passenger and freight business, as well as for the accommodation of the passenger business of other railroad companies having contracts or desirous of making contracts with this company for the joint use of its passenger station and tracks in Cincinnati; and

Whereas, It is the opinion of this board that additional stock of the company should be authorized and issued for the following purposes, to wit:

1. For the purchase of grounds, and construction thereon of a passenger depot, in Cincinnati.
2. For the purchase of grounds, and construction thereon of a grain elevator, in the city of Cincinnati.
3. For the purchase of additional equipments; therefore be it

Resolved, That the capital stock of this company be increased in the sum of one million of dollars (\$1,000,000), and that the same be offered, *pro rata*, to the stockholders of record the 1st day of June, 1882, at 90 per cent, its par value, payable on or before the 1st day of July, 1882, as follows:

Fifteen per cent of the par value in cash.
Fifteen per cent of the par value in note dated July 1, 1882, payable October 15, 1882, with interest at 6 per cent per annum.
Fifteen per cent of the par value in note dated July 1, 1882, payable January 15, 1883, with interest at 6 per cent per annum.
Fifteen per cent of the par value in note dated July 1, 1882, payable April 15, 1883, with interest at 6 per cent per annum.
No fractional shares shall be issued, but any stockholder whose *pro rata* proportion would give a fraction of a share, may at his request receive a full share on payment of par for the additional amount required to equal a full share.

Any stock not subscribed and paid for on July 1, 1882, shall be disposed of by this board for the benefit of the company.

Stock issued in accordance with the foregoing shall be entitled to dividends from and after July 1, 1882, and shall be treated in like manner as the stock of prior issue.

Flint & Pere Marquette.—This company has declared a semi-annual dividend of 3 per cent on its preferred stock, which represents the former consolidated bonds, payable July 17. The income account for the four months ending April 30 shows a surplus over all expenses, taxes and fixed charges of \$190,815.

Georgia Pacific.—Another ten per cent assessment on the stock of the Richmond & Danville Extension Company, which company owns and is building the Georgia Pacific road, has been called. This makes fifty per cent that has been paid in, or \$2,500,000 of the \$5,000,000. The purchase and construction account shows that \$2,200,000 has already been actually expended. This is a great deal of actual cash to have paid out in less than a year. While the managers have not been making much parade over the matter, they have been shoving the work vigorously. The new assessment put \$500,000 of fresh money in the treasury, which ought to be enough to finish the road to Anniston at least. Trains are now running thirty-four miles westward, and are doing a fine business. The train to Douglasville has been running only about a month, and has more than paid expenses, the receipts having been over \$2,000. The stockholders in this city are more than willing to pay the assessments as called, believing that there is no investment better than the road itself, and preferring it should belong to the

stockholders rather than be heavily bonded.—*Atlanta Constitution.*

Metropolitan Elevated.—In regard to the payment of the 1½ per cent dividend on Metropolitan stock, the Stock Exchange made the following announcement:

"The Metropolitan Elevated Railway Company has declared a dividend of 1½ per cent, payable on and after July 1, 1882, to stockholders of record at the advertised closing of the books, June 15, 3 P. M. The acceptance of this dividend will be construed by the management of the company, according to the statement of the President, as an agreement by the stockholders to the reduction of the guarantee under lease to Manhattan Railway Company from 10 to 6 per cent per annum. It is therefore

Ruled. That the Metropolitan Elevated Railway stock shall continue to be dealt in 'dividend on' until further notice, and that no due bills for the dividend shall be required until further notice."

New York & New England.—The receipts for five months are thus reported:

	1881.	1882.	Increase.
January.....	\$189,749	\$213,840	\$24,090
February.....	173,614	217,261	43,646
March.....	212,018	265,222	53,203
April.....	216,913	263,544	46,631
May.....	217,186	283,244	66,058

Total.....\$1,009,480 \$1,243,111 \$233,628

The line, as a through line by way of Newburg, has been open since January.

—At Boston, June 15, a special meeting of the stockholders was held. The acts of the Legislature of Massachusetts and Rhode Island relating to the road were accepted by a unanimous vote. A vote was also passed authorizing the President and Treasurer to issue bonds of not less than \$1,000 each, and not exceeding \$5,000,000, and to carry out the other provisions named in the acts; also to offer the shares purchased from the State to the stockholders at 50 cents on the dollar. President Wilson stated that the gross receipts from October, 1881, to May, 1882, inclusive (the latter month being estimated) have been \$1,980,140, as against \$1,633,938 for the same period a year ago.

—During the month of May this company's western business at the Harlem River and Newburg transfer ferries was as follows:

	Harlem River.	Newburg.	Total.
East-bound cars—			
Loaded.....	3,076	2,144	5,220
Empty.....	85	23	108
Total.....	2,161	2,167	5,328
West-bound cars—			
Loaded.....	342	557	899
Empty.....	2,552	1,647	4,199
Total.....	2,894	2,204	5,098
Total of all.....	6,055	4,371	10,426

The Harlem River transfer brings cars from the Pennsylvania Railroad to the New York New Haven & Hartford, which takes them to Hartford. The Newburg transfer takes cars to and from the Erie, and this company has the haul from Fishkill.

New York Lake Erie & Western.—The Northern Railroad and Piermont Branch are to be changed from 6 feet to standard gauge June 24. The Eastern Division and all its branches will then be of standard gauge, except the New Jersey & New York road, which does not belong to this company, but simply uses its tracks for some 7½ miles out of Jersey City. That road will also have its gauge changed shortly.—*R. R. Gazette.*

Oregon Railway & Navigation Company.—The following estimate is made for the year ending June 30, 1882:

Net earnings for 11 months, ending May 31, 1882.....	\$2,185,543
Estimate for June (same as last year).....	189,125
Net earnings for year ending June 30, 1882.....	\$2,374,668
Fixed charges.....	\$492,000
8 per cent paid to stockholders.....	996,000—1,488,000

Net surplus for one year ending June 30, 1882.....\$880,668

Net surplus as per last report (June 30, 1881).....1,034,117

Total net surplus June 30, 1882.....\$1,920,785

Utah & Pleasant Valley.—At Salt Lake City, Utah, June 13, the Utah & Pleasant Valley Railway was sold by Messrs. L. H. Meyer and G. A. Lowe, trustees under the mortgage, being knocked down, after some bidding, to William M. Spackman, Treasurer, who, it is said, bought the road in the interest of the Denver & Rio Grande Western Railway Company. This company has finished its track to Salt Lake City, and the party of gentlemen who attended the sale returned from Provo on this line. The Denver & Rio Grande Western has now over 150 miles of constructed road south of Salt Lake City. There is iron enough at Salt Lake to lay 50 miles additional into Castle Valley. The rest of the line will be laid from Gunnison, west some 300 miles.

Western Union Telegraph.—The report for the quarter ending June 30, 1882, has the following:

Surplus, April 1, 1882.....	\$1,315,531
The net revenues for the quarter ending June 30, instant, based upon nearly completed returns for April, partial returns for May, and estimating the business for June, will be about.....	1,650,000
Total.....	\$2,965,531

From which appropriating for—

Interest on bonded debt.....	\$106,700
Sinking funds.....	20,000
Leaves a balance of.....	\$2,838,831
It requires for the payment of a dividend of 1½ per cent.....	1,199,750

Deducting which, leaves a surplus, after paying dividend, of \$1,639,081

The committee recommended a dividend of 1½ per cent, payable July 15.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, June 16, 1882.

The weather has become quite summer-like, and yesterday and to-day the temperature was high for the middle of June. Frequent showers keep up the necessary amount of moisture in the earth, and vegetation which escaped injury from the frosts and low temperature of May makes rapid progress. The only drawback for the week under review has been the occurrence of violent local storms, doing much damage in limited sections. The strikes among the iron-workers at the West have made little progress toward adjustment, and some violence has been done by turbulent individuals. General trade relapses into summer inactivity, and speculation in staples of agriculture is in a very unsettled state. The position of mercantile affairs is, however, rather on the mend.

Provisions have latterly been less firm; speculation has been good, mainly owing to the covering of "short" contracts. At the close the feeling was quite irregular, although the very latest reports showed an improvement. Pork on the spot was quoted at \$20 for old and \$21 for new; August options realized \$20 95, closing \$21 10@21 20; September \$21 15, closing \$21 35. Bacon was quoted at 12½¢. for long clear. Cutmeats steady and in moderate request. Beef firm at \$29@30 for extra city India mess. Beef hams very steady at \$26@26 50. Lard opened weak, but soon recovered, and closed firmer; prime western sold on the spot 11-73½@11-82½¢; refined to the Continent, 11-90¢; for future delivery, June options realized 11-72½@11-77½¢; July, 11-77½@11-82½¢; August, 11-85@11-90¢; September, 11-90@12¢; October, 11-92½@12¢; seller year 11-67½¢, closing 2½¢. better. Tallow easier at 8½¢. for prime. Stearine held firmly at 12½¢. Butter quiet and weak. Cheese dull; fine factory, 10¼@11¢.

Rio coffee has been dull and nearly nominal in price all the week at 9½¢. for fair; mild grades have sold slowly at rather weak prices. Tea has been steady at auction. Rice has been firm but rather quiet, but closed rather more active; the supply of foreign is running low, and there is, as is well known, little or no domestic of a corresponding grade. Molasses has been quiet and more or less depressed; refining stock has declined to 32@33¢. for 50 degrees test. Spices have been firm, especially for pepper, but the sales have been moderate. Foreign dried fruits have been quiet, but about steady, while green have declined. Raw sugar has been dull at the quotations of last week; refiners have found their own importations sufficient to supply their wants in the present dullness of the trade in their product, and have therefore made few purchases. Fair refining has been nominal latterly at 7¼¢., and 96 degrees test centrifugal at 8½@8¾¢.

	Hhds.	Boxes.	Bags.	Melado.
Receipts since June 1.....	44,752	241	84,664	.....
Sales since June 1.....	35,686	.....	134,769	.....
Stock June 14, 1882.....	63,344	5,484	395,482	147
Stock June 15, 1881.....	70,040	6,844	975,215	302

Refined sugar has been dull and declining; crushed closed firm and more active, however, at 10½@10¾¢., powdered at 10@10¼¢., granulated at 9½@9 9-16¢., and standard soft white "A" at 9@9½¢.

Kentucky tobacco has been quiet in the past week, and sales are only 205 hhds., of which 140 for export. Prices are unchanged. Seed leaf has been in fair demand, and sales for the week are 1,200 cases, as follows, all from the crop of 1880: 550 cases Pennsylvania fillers 6@6½¢. and assorted 10@14¢.; 100 cases New England wrappers 13@30¢.; 450 cases Ohio 5¼@10¢. and 100 cases Wisconsin Havana 8@12¢.; also 1,000 bales Havana 88@11 20.

Naval stores were very firm owing to the small stocks; good strained rosin quoted \$2 17½@2 20; strained, \$2 12½@2 15; spirits turpentine closed at 47½@48¢. for Southern. Refined petroleum for export quiet but steady at 7½¢.; crude certificates closed better at 52½@52¾¢., after sales at 51@52½¢.; July 53¼¢.; August 56¢.; September, 58¼¢.; October 60½¢. Ingot copper quiet; 200,000 lbs. Lake were sold at 18½@18¾¢. All other metals were steady although quiet. Wool is in larger supply and weaker. Hops very strong in view of the reported damage to the growing crop and the limited offerings here.

The rates for ocean freight room have latterly been advanced. The offerings of tonnage are less liberal, and the prices for the leading export staples have declined somewhat. To-day grain was taken to Liverpool, by steam, at 3¼d.; bacon quoted 15@20s.; cheese, 25@30s.; flour, 10s. per ton; cotton, 11-64@15-64d. Grain to London, by steam, quoted 5d.; bacon, 22s. 6d.; cheese, 25s.; flour, 15s. Grain to Glasgow, by steam, quoted 3¼d.; do. to Antwerp and Rotterdam, by steam, 3d.; do. by steam to Cork for orders taken at 3s. 3d. per qr. Refined petroleum to Liverpool, 2s. 7d.@2s. 9d.; do. to the Baltic, 3s. 3d.; do. from Philadelphia to Elsinore, for orders, 3s.; do. in cases thence to Messina, 13c.

COTTON.

FRIDAY, P. M., June 16, 1882.

THE MOVEMENT OF THE CROP as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (June 16), the total receipts have reached 13,658 bales, against 15,624 bales last week, 15,950 bales the previous week and 13,981 bales three weeks since; making the total receipts since the 1st of September, 1881, 4,586,171 bales, against 5,622,692 bales for the same period of 1880-81, showing a decrease since September 1, 1881, of 1,036,521 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston.....	136	147	53	14	63	103	516
Indianola, &c.	.....	.....	.....	.....	.....	6	6
New Orleans.....	61	600	375	407	635	329	2,407
Mobile.....	140	318	343	192	6	217	1,216
Florida.....	.....	.....	.....	.....	.....	1	1
Savannah.....	309	262	254	234	572	49	1,680
Brunsw'k, &c.	.....	.....	.....	.....	.....	.....	.....
Charleston.....	113	517	423	9	201	44	1,307
Pt. Royal, &c.	.....	.....	.....	.....	.....	9	9
Wilmington.....	2	31	53	4	4	123	217
Morehead C., &c.	.....	.....	.....	.....	.....	2	2
Norfolk.....	626	789	241	241	254	563	2,714
City Point, &c.	.....	.....	.....	.....	.....	206	206
New York.....	.....	.....	40	20	43	11	114
Boston.....	203	192	188	164	47	32	826
Baltimore.....	.....	.....	.....	.....	.....	696	696
Philadelph'a, &c.	275	249	220	595	40	362	1,741
Totals this week	1,865	3,105	2,190	1,880	1,865	2,753	13,658

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1881, and the stocks to-night and the same items for the corresponding periods of last year.

Receipts to June 16.	1881-82.		1880-81.		Stock.	
	This Week.	Since Sep. 1, 1881.	This Week.	Since Sep. 1, 1880.	1882.	1881.
Galveston.....	516	425,343	3,457	653,516	9,522	38,197
Indianola, &c.	6	13,721	5	15,158	.....	.....
New Orleans.....	2,407	1,165,299	7,023	1,527,143	83,636	134,123
Mobile.....	1,216	260,867	1,175	379,864	4,176	9,653
Florida.....	1	27,207	.....	20,359	.....	5,086
Savannah.....	1,680	721,754	2,254	855,656	5,756	11,532
Brunsw'k, &c.	.....	7,026	.....	4,855	.....	.....
Charleston.....	1,307	490,534	1,025	614,348	6,970	7,499
Pt. Royal, &c.	9	24,392	.....	49,955	.....	49
Wilmington.....	217	134,712	130	116,563	1,271	1,668
Morehead C., &c.	2	26,516	50	30,215	.....	.....
Norfolk.....	2,714	606,391	3,790	695,925	8,717	9,134
City Point, &c.	206	191,059	141	203,694	.....	.....
New York.....	114	158,711	1,285	168,990	230,477	156,877
Boston.....	826	222,945	3,386	165,522	9,100	10,340
Baltimore.....	696	20,820	1,487	45,704	24,002	4,932
Philadelph'a, &c.	1,741	88,874	2,110	70,226	11,223	10,894
Total.....	13,658	4,586,171	23,218	5,622,692	394,850	399,934

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1882.	1881.	1880.	1879.	1878.	1877.
Galveston, &c.	522	3,462	572	1,496	1,146	615
New Orleans.....	2,407	7,023	4,146	1,194	1,777	1,855
Mobile.....	1,216	1,175	316	171	657	609
Savannah.....	1,680	2,254	722	703	2,372	1,775
Charl'st'n, &c.	1,316	1,025	1,064	257	329	318
Wilm'g't'n, &c.	219	180	148	107	673	58
Norfolk, &c.	2,920	3,931	3,402	446	2,049	577
All others.....	3,378	9,168	9,500	2,914	1,718	2,719
Tot. this w'k.	13,658	28,218	19,870	7,188	10,721	8,526

Since Sept. 1, 4,586,171 5,622,692 4,501,566 4,414,610 4,230,436 3,932,137

Galveston includes Indianola; Charleston includes Port Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 32,173 bales, of which 24,388 were to Great Britain, 2,681 to France and 5,104 to rest of the Continent, while the stocks as made up this evening are now 394,850 bales. Below are the exports for the week and since September 1, 1881.

Exports from—	Week Ending June 16.				From Sept. 1, 1881, to June 16, 1882.			
	Great Brit'n.	France.	Continent.	Total.	Great Britain.	France.	Continent.	Total.
Galveston.....	.....	.....	.....	.....	179,482	15,145	63,121	258,048
New Orleans.....	3,775	2,084	510	6,369	640,024	251,879	216,510	1,108,413
Mobile.....	.....	.....	.....	.....	30,822	6,313	3,231	40,366
Florida.....	.....	.....	.....	.....	3,900	.....	.....	3,900
Savannah.....	.....	.....	.....	.....	138,600	21,000	179,025	338,625
Charleston.....	.....	.....	.....	.....	159,550	20,472	128,757	308,779
Wilmington.....	.....	.....	.....	.....	53,584	1,430	8,819	63,833
Norfolk.....	7,376	.....	.....	7,376	311,870	2,580	15,840	330,290
New York.....	10,098	847	3,914	14,819	389,509	29,498	81,988	500,995
Boston.....	410	.....	.....	410	147,274	.....	4	147,278
Baltimore.....	874	.....	650	1,524	78,611	.....	961	51,770
Philadelph'a, &c.	1,925	.....	.....	1,925	73,994	.....	.....	79,094
Total.....	24,388	2,681	5,104	32,173	2,218,129	349,278	749,571	3,316,978
Total 1880-81	28,384	6,172	6,753	41,309	2,628,893	532,733	1,066,082	4,227,708

*Includes exports from Port Royal &c.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver Street.

JUNE 16, AT—	On Shipboard, not cleared—for				Leaving Stock.
	Great Britain.	France.	Other Foreign.	Coast-wise.	
New Orleans.....	7,961	8,671	1,990	355	18,977
Mobile.....	None.	None.	None.	None.	None.
Charleston.....	None.	None.	None.	None.	None.
Savannah.....	None.	None.	None.	800	800
Galveston.....	1,031	None.	1,377	19	2,427
Norfolk.....	2,558	None.	None.	None.	2,558
New York.....	3,800	None.	1,850	None.	5,650
Other ports.....	1,500	None.	300	None.	1,800
Total.....	16,850	8,671	5,517	1,924	32,962
Total 1881.....	35,473	7,939	11,823	3,541	58,776
Total 1880.....	20,469	5,508	7,321	787	34,085

The speculation in cotton for future delivery at this market has been very dull for the week under review, and the fluctuations in prices were unusually narrow. The opening on Saturday last was with a slight upward tendency. The report of the Bureau of Agriculture for June was issued on Saturday. It was less unfavorable than was generally expected it would be, especially in respect to the decrease of acreage, and caused depression in prices of futures. Still, the decline was very slight, and was arrested towards the close of Wednesday's business, and Thursday was slightly dearer on a demand to cover contracts, prompted by better foreign advices. To-day there was an unsettled opening, but the final close was firm at 5 @7 points advance. Cotton on the spot has not been so active as last week, yet a very fair business was done for export and home consumption. The concentration of stocks at this market and the superiority of our shipping facilities bring buyers to this market. But holders have met the demand readily, and on Tuesday quotations were reduced 1-16c. To-day there was a further reduction of 1-16c., but it was recovered, mid-dling uplands closing at 12 3-16c.

The total sales for forward delivery for the week are 338,300 bales. For immediate delivery the total sales foot up this week 11,757 bales, including 8,203 for export, 2,864 for consumption, 685 for speculation and — in transit. Of the above, — bales were to arrive. The following are the official quotations and sales for each day of the past week.

June 10 to June 16.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.
Ordin'y. 10 1/16	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16
Strict Ord. 10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16
Good Ord. 10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16
Str. G'd Ord 11 1/16	11 1/16	11 1/16	11 1/16	11 1/16	11 1/16	11 1/16	11 1/16	11 1/16	11 1/16
Low Midd'g 11 1/16	11 1/16	11 1/16	11 1/16	11 1/16	11 1/16	11 1/16	11 1/16	11 1/16	11 1/16
Str. L'w Mid 12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16
Middling 12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16
Good Mid. 12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16
Str. G'd Mid 12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16
Midd'g Fair 13 1/16	13 1/16	13 1/16	13 1/16	13 1/16	13 1/16	13 1/16	13 1/16	13 1/16	13 1/16
Fair..... 14 1/16	14 1/16	14 1/16	14 1/16	14 1/16	14 1/16	14 1/16	14 1/16	14 1/16	14 1/16
STAINED.	Sat.			Mon.			Tues.		
	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.
Ordin'y. 9 1/16	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16
Strict Ord. 10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16
Good Ord. 10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16
Str. G'd Ord 11 1/16	11 1/16	11 1/16	11 1/16	11 1/16	11 1/16	11 1/16	11 1/16	11 1/16	11 1/16
Low Midd'g 11 1/16	11 1/16	11 1/16	11 1/16	11 1/16	11 1/16	11 1/16	11 1/16	11 1/16	11 1/16
Str. L'w Mid 12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16
Middling 12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16
Good Mid. 12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16
Str. G'd Mid 12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16	12 1/16
Midd'g Fair 13 1/16	13 1/16	13 1/16	13 1/16	13 1/16	13 1/16	13 1/16	13 1/16	13 1/16	13 1/16
Fair..... 14 1/16	14 1/16	14 1/16	14 1/16	14 1/16	14 1/16	14 1/16	14 1/16	14 1/16	14 1/16

SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.				FUTURES.	
	Ex- port.	Con- sump.	Spec- ul'n	Trans- sit.	Total.	Deliv- eries.
Sat. Quiet.....	1,317	293	.....	.....	1,610	43,900
Mon. Quiet.....	1,285	303	140	.....	1,928	35,800
Tues. Steady at 1 1/2 dec	2,578	618	150	.....	3,346	72,400
Thurs. Easy.....	1,275	416	225	.....	1,916	68,100
Fri. Steady.....	1,417	493	20	.....	1,932	54,500
Total.....	8,208	2,864	685	.....	11,757	338,300

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales

Market, Prices and Sales of FUTURES.		DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.											
Market, Prices and Sales and Total Sales.		June.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	
Saturday, June 10— Sales, total. Prices paid (range). Closing.	Flour. 43,900 11.30 @ 12.30 Steady.	1,700 12.10 @ 12.11 12.10-12.11	5,000 12.17 @ 12.21 12.17-12.18	24,500 12.27 @ 12.36 12.27-12.28	6,300 11.97 @ 12.01 11.97-11.98	2,200 11.56 @ 11.92 11.56-11.55	1,800 11.39 @ 11.40 11.39-11.40	1,000 11.41 @ 11.43 11.41-11.42	800 11.56 @ 11.57 11.56-11.55	100 11.67 @ 11.67 11.65-11.67	300 11.73 @ 11.73 11.73-11.76	— — —	
Monday, June 12— Sales, total. Prices paid (range). Closing.	Dull. 35,800 11.37 @ 12.27 Dull.	2,100 12.10 @ 12.12 12.10-12.11	6,000 12.18 @ 12.18 12.17-12.18	12,700 12.25 @ 12.27 12.25-12.27	5,400 11.95 @ 11.97 11.96-11.97	3,500 11.53 @ 11.54 11.53-11.56	1,100 11.37 @ 11.38 11.36-11.38	1,400 11.38 @ 11.39 11.38-11.40	1,300 11.50 @ 11.52 11.52-11.53	— — —	2,300 11.73 @ 11.76 11.75-11.76	— — —	
Tuesday, June 13— Sales, total. Prices paid (range). Closing.	Lower. 72,100 11.35 @ 12.23 Dull.	2,400 12.06 @ 12.08 12.05-12.07	19,700 12.11 @ 12.15 12.12-12.13	30,300 12.21 @ 12.23 12.22-12.23	6,700 11.90 @ 11.92 11.91-11.92	3,600 11.50 @ 11.51 11.50-11.51	2,600 11.35 @ 11.36 11.35-11.36	4,400 11.37 @ 11.37 11.37-11.38	1,300 11.48 @ 11.50 11.48-11.49	— — —	1,400 11.72 @ 11.73 11.73-11.75	— — —	
Wednesday, June 14— Sales, total. Prices paid (range). Closing.	Variable. A 66,100 11.32 @ 12.07 Irregular.	900 12.03 @ 12.07 12.03-12.07	13,600 12.03 @ 12.13 —	33,900 12.17 @ 12.22 12.21-12.22	8,900 11.87 @ 11.91 11.91-11.92	2,400 11.46 @ 11.50 11.48-11.50	1,100 11.32 @ 11.33 11.33-11.36	2,200 11.33 @ 11.37 11.37-11.37	1,600 11.45 @ 11.46 11.45-11.46	— — —	1,030 11.70 @ 11.72 11.73-11.75	300 11.82 @ 11.82 —	
Thursday, June 15— Sales, total. Prices paid (range). Closing.	Flour. 43,500 11.36 @ 12.23 Dull.	2,100 12.07 @ 12.08 12.08-12.10	8,200 12.12 @ 12.14 12.13-12.13	27,000 12.21 @ 12.23 12.21-12.22	6,700 11.91 @ 11.93 11.92-11.92	3,900 11.50 @ 11.52 11.51-11.52	800 11.36 @ 11.37 11.37-11.38	2,000 11.37 @ 11.38 11.38-11.39	2,600 11.49 @ 11.51 11.50-11.51	— — —	600 11.74 @ 11.75 11.75-11.77	600 11.90 @ 11.90 —	
Friday, June 16— Sales, total. Prices paid (range). Closing.	Higher. 63,600 11.36 @ 12.27 Firm.	1,300 12.09 @ 12.14 12.13-12.14	14,300 12.11 @ 12.18 12.18-12.19	33,000 12.19 @ 12.27 12.27-12.28	6,500 11.89 @ 11.90 11.89-11.90	6,000 11.50 @ 11.52 11.52-11.53	700 11.36 @ 11.37 11.37-11.40	3,300 11.38 @ 11.44 11.44-11.44	500 11.50 @ 11.56 11.56-11.55	— — —	— — —	— — —	
Total sales this week.		338,300	10,800	161,300	40,700	21,600	8,100	14,300	8,100	100	5,600	900	
Sales since Sept. 1, '81.		28,894,500	2,757,000	2,597,200	685,000	380,400	174,100	97,600	43,500	18,300	12,700	1,400	

*Includes sales in September, 1881, for September, 314,000; September-October for October, 416,400; September-November for November, 511,200; September-December for December, 1,473,100; September-January for January, 4,252,500; September-February for February, 2,230,100; September-March for March, 4,411,100; September-April, for April, 3,533,800; September-May, for May, 3,295,800.

Transferable Orders—Saturday, 12:15c.; Monday, 12:15c.; Tuesday, 12:10c.; Wednesday, 12:10c.; Thursday, 12:10c.; Friday, 12:20c.
Short Notices for June—Saturday, 12:10 Monday, 12:07@12:03 c.; Thursday, 12:06 @12:09c.

The following exchanges have been made during the week:

*16 pd. to exch. 600 June for Aug.	*09 pd. to exch. 400 July for Aug.
*30 pd. to exch. 400 Sept. for Aug.	*01 pd. to exch. 100 July for Aug.
*10 pd. to exch. 100 July for Aug.	*03 pd. to exch. 400 July for Aug.
*09 pd. to exch. 500 July for Aug.	*23 pd. to exch. 200 Sept. for Aug.
*01 pd. to exch. 100 June s. n. 19th	*03 pd. to exch. 100 June for July.

for regular.

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The Continental stocks are the figures of last Saturday, but the totals for Great Britain and the afloat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (June 16), we add the item of export from the United States, including in it the exports of Friday only:

	1882.	1881.	1880.	1879.
Stock at Liverpool.....bales.	987,000	906,000	764,000	606,000
Stock at London.....	67,200	50,300	55,800	42,000
Total Great Britain stock	1,034,200	956,300	819,800	648,000
Stock at Havre.....	137,000	205,000	81,000	113,000
Stock at Marseilles.....	2,880	4,000	5,330	2,250
Stock at Barcelona.....	12,000	40,100	47,800	40,000
Stock at Hamburg.....	2,000	6,000	3,000	3,000
Stock at Bremen.....	23,400	50,100	45,300	24,750
Stock at Amsterdam.....	16,100	43,100	21,200	33,500
Stock at Rotterdam.....	1,360	5,520	2,550	1,250
Stock at Antwerp.....	9,350	750	1,300	400
Stock at other continental ports.	11,618	11,200	20,200	7,500
Total continental ports....	223,709	365,800	228,109	227,650
Total European stocks....	1,257,908	1,322,100	1,047,900	875,650
India cotton afloat for Europe.....	409,000	296,000	316,000	333,000
American cotton afloat for Europe.....	137,000	326,000	331,000	154,000
Egypt, Brazil, &c. afloat for Europe.....	24,000	45,000	25,000	13,000
Stock in United States ports.....	394,250	399,984	318,378	207,192
Stock in U. S. interior ports.....	62,500	88,232	96,190	102,080
United States exports to-day.....	2,400	2,700	5,000	1,000
Total visible supply.....	2,287,658	2,480,016	2,139,466	1,617,148
Of the above, the totals of American and other descriptions are as follows				
<i>American—</i>				
Liverpool stock.....	586,000	693,000	501,000	469,000
Continental stocks.....	108,000	238,000	160,000	190,000
American afloat for Europe.....	137,000	326,000	331,000	154,000
United States stock.....	394,250	399,984	318,378	207,192
United States interior stocks.....	62,500	88,232	96,190	20,306
United States exports to-day.....	2,400	2,700	5,000	1,000
Total American.....	1,287,550	1,747,916	1,411,566	1,054,498
<i>East Indian, Brazil, &c.—</i>				
Liverpool stock.....	381,000	213,000	263,000	137,000
London stock.....	67,200	50,300	55,800	42,000
Continental stocks.....	118,708	127,900	68,100	37,850
India afloat for Europe.....	409,000	296,000	316,000	333,000
Egypt, Brazil, &c. afloat.....	24,000	45,000	25,000	13,000
Total East India, &c.....	999,908	732,100	727,900	562,650
Total American.....	1,287,550	1,747,916	1,411,566	1,054,498
Total visible supply.....	2,287,458	2,480,016	2,139,466	1,617,148
Price Mid. Up., Liverpool.....	63½d.	63½d.	61½d.	61½d.

☛ The imports into Continental ports this week have been 68,000 bales.

The above figures indicate a *decrease* in the cotton in sight to-night of 192,558 bales as compared with the same date of 1881, an *increase* of 147,992 bales as compared with the corresponding date of 1880 and an *increase* of 670,310 bales as compared with 1879.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1880-81—is set out in detail in the following statement:

TOWNS.	Movement to June 10, 1893.			Movement to June 17, 1891.		
	This week.	Since Sept. 1, '91.	Shipments this week.	This week.	Since Sept. 1, '90.	Shipments this week.
Augusta, Ga.	133	161,231	1,226	6,374	430	205,846
Columbus, Ga.	17	101,638	1,053	4,361	292	175,901
Macon, Ga.	49	95,466	345	1,201	177	143,356
Montgomery, Ala.	25	95,466	345	1,201	177	143,356
St. Louis, Mo.	18	72,729	5,143	945	1,575	50,266
Memphis, Tenn.	481	334,432	5,143	15,520	1,575	458,333
Nashville, Tenn.	83	55,665	7,757	6,016	218	48,874
Dallas, Texas.	5	27,920	6,815	805	189	44,599
Shreveport, Tex.	3	11,354	225	104	34,500	811
Shreveport, La.	205	69,576	253	721	362	7,689
Vicksburg, Miss.	9	139,314	157	220	155	137,917
Columbus, Miss.	7	27,749	11	483	12	52,996
Euclid, Ala.	2	47,248	261	810	12	38,571
Griffin, Ga.	9	31,228	261	810	12	38,571
Atlanta, Ga.	142	1,528	1,153	8,210	137	1,285
Keokuk, Ia.	14	52,736	43	1,022	108	107,809
St. Louis, Mo.	367	31,982	457	250	102	47,729
St. Louis, Mo.	734	369,151	1,260	13,303	1,994	384,616
Chickasaw, O.	876	371,151	69	2,923	2,021	307,444
Total, old towns.	3,227	2,208,073	12,843	65,500	7,944	2,500,686
Newberry, S. C.	40	15,381	176	150	150	20,379
Fatehah, N. C.	82	58,576	210	2,374	307	72,530
Fatehah, N. C.	263	26,130	296	3,683	50	7,587
Louisville, Ky.	263	30,547	511	208	131	25,287
Little Rock, Ark.	20	21,856	63	37	38	739
Houston, Tex.	477	396,921	697	1,307	2,183	383,592
Total, new towns.	917	577,498	2,287	9,908	2,901	623,108
Total, all	4,144	2,785,571	15,130	72,408	10,845	3,343,302
						5,138
						23,278
						96,947

* These are only the *net* receipts at Louisville. The total *gross* receipts there since September 1, 1881, have been about 239,000 bales, against about 241,000 bales for same time last year.

† This year's figures estimated.

The above totals show that the old interior stocks have decreased during the week 9,616 bales, and are to-night 25,731 bales less than at the same period last year. The receipts at the same towns have been 4,717 bales less than the same week last year, and since Sept. 1 the receipts at all the towns are 557,731 bales less than for the same time in 1880-81.

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another, at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'ts from Plant'ns.		
	1880.	1881.	1882.	1880.	1881.	1882.	1880.	1881.	1882.
March 31.....	47,393	78,514	54,093	279,881	204,608	338,182	40,691	63,609	33,509
April 7.....	37,323	65,096	44,467	272,988	277,350	315,944	30,480	68,438	27,220
" 14.....	38,910	66,579	33,229	259,338	261,560	291,747	26,355	50,828	10,092
" 21.....	33,714	60,718	29,809	239,175	241,198	180,281	18,556	40,317	8,384
" 28.....	30,858	47,729	33,600	230,890	235,990	157,536	12,573	32,351	11,161
May 5.....	25,691	45,535	34,423	202,216	215,218	143,327	6,987	34,998	19,914
" 12.....	34,636	49,150	25,881	189,763	194,662	127,630	13,183	28,550	10,184
" 19.....	26,514	42,415	20,864	172,823	174,809	115,435	9,574	22,569	8,609
" 26.....	23,764	39,851	13,984	153,947	147,473	104,018	4,888	6,515	2,564
June 2.....	23,674	32,642	15,350	149,127	139,470	93,585	9,851	21,639	5,517
" 9.....	18,550	29,432	15,624	123,764	103,350	83,294	2,217	2,342	5,439
" 16.....	19,577	28,218	13,658	103,919	91,917	72,408	15	15,785	2,672

The above statement shows—1. That the total receipts from the plantations since Sept. 1, in 1881-82 were 4,618,154 bales; in 1880-81 were 5,680,801 bales; in 1879-80 were 4,890,477 bales.

2. That, although the receipts at the out-ports the past week were 13,658 bales, the actual movement from plantations was only 2,672 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 15,785 bales and for 1880 they were 15 bales.

AMOUNT OF COTTON IN SIGHT JUNE 16.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to June 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight. We shall continue this statement hereafter, bringing it down to the close of each week.

	1881-82.	1880-81.
Receipts at the ports to June 16..... bales.	4,586,171	5,822,692
Interior stocks in excess of Sept. 1 on June 16.	26,983	52,109
Total receipts from plantations.....	4,613,154	5,880,801
Net overland to June 1.....	441,333	498,632
Southern consumption to June 1.....	224,000	190,000
Total in sight June 16.....	5,278,487	6,369,433

It will be seen by the above that the decrease in amount in sight to-night, as compared with last year, is 1,090,946 bales.

WEATHER REPORTS BY TELEGRAPH.—There has been a considerable improvement in weather conditions at the South during the past week. The temperature has become higher and there have been no excessive rains. The warmer weather has favored the growth of cotton, and crop accounts generally are more satisfactory.

Galveston, Texas.—The weather has been warm and dry during the past week, and crops are good nearly everywhere. Average thermometer 84, highest 88 and lowest 79.

Indianola, Texas.—We have had warm and dry weather the past week. Crop accounts are more favorable, and there are plenty of squares, blooms and bolls. The thermometer has averaged 81, ranging from 72 to 91.

Dallas, Texas.—Good showers have visited this vicinity on two days of the past week, and all crops are prospering. The thermometer has ranged from 52 to 98, averaging 75, and the rainfall reached one inch and two hundredths.

Brenham, Texas.—The weather has been warm and dry during the past week. All agriculture is doing well enough. Average thermometer 84, highest 100 and lowest 68.

Palestine, Texas.—It has been showery on two days of the past week, the rainfall reaching seventy-eight hundredths of an inch. Crops are promising. The thermometer has averaged 79, the highest being 94 and the lowest 64.

Huntsville, Texas.—We have had splendid showers on two days of the past week. Crops are very good. The thermometer has ranged from 66 to 97, averaging 82, and the rainfall reached one inch and thirty-nine hundredths.

Weatherford, Texas.—It has been showery on one day during the past week. The rainfall reached sixty hundredths of an inch. Crop accounts are more favorable. Average thermometer 77, highest 92, lowest 62.

Belton, Texas.—The weather has been warm and dry the past week. Crops are doing very well. The thermometer has ranged from 68 to 93, averaging 85.

Luling, Texas.—We have had dry and warm weather all of the past week. Crops are about as good as possible; bolls are abundant and some cotton is reported as being nearly ready

to open. The thermometer has averaged 82, the highest being 96 and the lowest 67.

New Orleans, Louisiana.—It has rained on two days of the past week, the rainfall reaching fifty-four hundredths of an inch. The thermometer has averaged 81.

Shreveport, Louisiana.—The weather has been warm, sultry and generally fair during the past week. The rainfall reached sixty-three hundredths of an inch, and the thermometer has ranged from 67 to 99.

Vicksburg, Mississippi.—Telegram not received.

Columbus, Mississippi.—The weather has been warm and dry during the past week. Rain is needed. The thermometer has averaged 83, the highest being 96 and the lowest 64.

Little Rock, Arkansas.—The past week has been warm and very propitious for crops. We have had rain on one day, and the rainfall reached seventy-five hundredths of an inch. Crop reports are very favorable, except from three or four counties, in which stands are bad, and rain is wanted very much. The thermometer has averaged 78, ranging from 67 to 94.

Memphis, Tennessee.—It has rained on three days of the past week, on two of which severely, and on one showery. The rainfall reached one inch and fifty-eight hundredths. Average thermometer 81, highest 96 and lowest 66.

Nashville, Tennessee.—We have had rain on one day of the past week, the rainfall reaching eight hundredths of an inch. The thermometer has ranged from 65 to 93, averaging 79.

Mobile, Alabama.—It has been showery on two days of the past week, the rainfall reaching five hundredths of an inch. The fields are clear of weeds. The crop is developing satisfactorily and accounts are more favorable. Average thermometer 81, highest 99 and lowest 69.

Montgomery, Alabama.—We had showers on four days during the early part of the past week, but the latter portion has been clear, pleasant and hot. The rainfall reached sixty-six hundredths of an inch. The crop is developing promisingly. Average thermometer 79, highest 94 and lowest 66.

Selma, Alabama.—We had rain on one day during the early part of the past week, but the latter portion has been clear and pleasant. The fields are clear of weeds and the crop is developing promisingly. The thermometer has averaged 77, and the rainfall reached forty-four hundredths of an inch.

Madison, Florida.—Telegram not received.

Macon, Georgia.—Telegram not received.

Columbus, Georgia.—The early part of the past week was clear and pleasant, but during the latter portion it has been rainy. The thermometer has averaged 84, ranging from 75 to 91, and the rainfall reached one inch and forty-one hundredths.

Savannah, Georgia.—It has rained on two days of the past week and the remainder of the week has been pleasant. The rainfall reached forty-six hundredths of an inch. The thermometer has averaged 77, the highest being 93 and the lowest 67.

Augusta, Georgia.—The weather during the past week has been more favorable for cotton. We have had light rains on three days, the rainfall reaching seventeen hundredths of an inch. Crop accounts are more favorable. Grass is reported to be somewhat troublesome, but planters are giving more time to the working of crop. Average thermometer 73, highest 93 and lowest 67.

Atlanta, Georgia.—The weather is now fine for crops. It has rained on two days of the past week, the rainfall reaching one inch and fifty-nine hundredths. The thermometer has ranged from 64 to 92, averaging 78.

Charleston, South Carolina.—We have had rain on two days of the past week, the rainfall reaching one inch and seventeen hundredths. Average thermometer 77, highest 92 and lowest 67.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock June 15, 1882, and June 16, 1881.

	June 15, '82.		June 16, '81.	
	Feet.	Inch.	Feet.	Inch.
New Orleans.....Below high-water mark	2	6	3	10
Memphis.....Above low-water mark.	31	7	16	9
Nashville.....Above low-water mark.	6	1	9	7
Shreveport.....Above low-water mark.	15	9	20	7
Vicksburg.....Above low-water mark.	41	6	26	5

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

OUR COTTON ACREAGE REPORT.—We expect to publish next week our usual cotton acreage and condition report.

NEW YORK COTTON EXCHANGE.—Next Monday, June 19, there will be an election of a new member. One membership is applied for, and one seat posted for transfer. Visitors this week have been as follows:

L. A. Fearbrough, Galveston.	H. J. Warren, Fredericksburg, Va.
B. M. Pitte, Fitchburg.	Z. C. Mills, Chattanooga, Tenn.
Frank P. Gray, Augusta.	Pierre M. Poutz, New Orleans.
P. Hellwege, New Orleans.	L. J. Planck, New Orleans.
A. H. Greene, North Carolina.	J. Fourton, New Orleans.
J. L. Marsalis, Dallas, Tex.	J. M. Leach, Lexington.
E. B. Dixon, North Carolina.	

AGRICULTURAL DEPARTMENT'S ACREAGE REPORT.—The Agricultural Department at Washington issued on the 10th inst. (Saturday last) its report on cotton condition and acreage. The following is the report:

"The area in cotton is 2-7-10 per cent less than in 1881. Texas makes an increase, and also the small cotton district of Southeast Virginia. All other States return some loss of area. The largest deficiency is in the States bordering on the Mississippi River, where planting in overflowed districts was not entirely finished on the first of June. The comparison with last year's acreage is:

	Per cent.		Per cent.
Virginia.....	107	North Carolina.....	99
South Carolina.....	98	Georgia.....	95
Florida.....	99	Alabama.....	96
Mississippi.....	95	Louisiana.....	94
Texas.....	105	Arkansas.....	91
Tennessee.....	97		

"The average condition of the entire cotton area indicates a depreciation of 11 per cent from perfect healthfulness and average growth. It is represented by 89. The June condition of the previous crop was 93; it was 99 of the fine crop of 1880. It is better than last year only in South Carolina and Texas.

"The cause of depreciated condition is mainly a temperature too low for thrift. In every State there was destruction of plants by frost. There was also too much rain for healthful growth. Both cases made necessary replanting in some counties of one-fourth of the acreage. Instances are reported of two or three successive replantings, and the replacement was still progressing.

"Condition is best in Florida, worst in Virginia. In Tennessee, North Carolina and Arkansas it is much lower than in the Gulf coast States. The averages of condition are as follows:

	Per cent.		Per cent.
Virginia.....	70	North Carolina.....	82
South Carolina.....	92	Georgia.....	89
Florida.....	97	Alabama.....	95
Mississippi.....	88	Louisiana.....	90
Texas.....	93	Arkansas.....	85
Tennessee.....	80		

"The stand is not so good as usual and is an element of the reported depreciation. The cool, wet weather causes slow growth and unthrifty appearance, favoring the attacks of lice and rust and the prevalence of 'sore shin.'

"A large number of returns say that with recent fine weather cotton is improving, and gives some assurance of a better report in July."

The above statement of condition compared with the reports for previous years is as follows:

AGRICULTURAL DEPARTMENT'S JUNE CONDITION REPORTS.

June Condition.	1882	1881	1880	1879	1878	1877	1876	1875	1874	1873
No. Car....	82	96	92	98	87	80	101	92	89	85
So. Car....	92	88	104	94	99	91	98	97	81	88
Georgia....	89	92	98	93	101	101	103	91	80	94
Florida....	97	100	90	95	98	92	82	94	90	102
Alabama....	95	102	96	96	101	90	94	101	82	93
Mississippi...	88	94	96	99	98	91	92	100	78	92
Louisiana...	90	90	97	95	98	98	98	95	70	94
Texas.....	93	89	106	94	104	91	90	96	90	86
Arkansas....	85	90	100	100	98	94	95	90	90	92
Tennessee...	80	93	99	94	97	94	93	99	85	90
Average.....	89	93	99	96	99	.....	.....	.....	.....	.....

The average given above for all the States is the average as given by the Department.

COTTON BLOOMS.—The Charleston *News and Courier* of the 12th inst. says: "Messrs. Pelzer, Rodgers & Co., factors, Brown & Co.'s wharves, received on Saturday from Mr. E. E. Hughes, Midway, S. C., a fine cotton bloom which opened on the 6th of June. It indicates that the new growth is making good progress."

—The New Orleans *Democrat* of Sunday, the 11th inst., has the following: "The first bloom of new cotton crop was received yesterday at Shreveport, from E. B. Herndon's place, a few miles above there, in Caddo Parish. It presents a healthy appearance. Crops generally are reported as doing well."

—The following is from the Savannah *Morning News* of the 12th inst.: "Hack Branch, Montgomery County, Ga., June 8.—Editor *Morning News*: Enclosed herewith I send you a cotton bloom, which is, with me, the earliest of the season. The farmers in this vicinity have just about finished harvesting the finest cotton crop that has been raised in our section for years. Crops, owing to the recent rains, are looking well, and should good seasons continue, an abundant support for man and beast will be raised in our county."

—The Charleston *News and Courier* of the 10th inst. has the following: "Henry N. Folk & Son, of Bamberg, S. C., have sent to the *News and Courier* a cotton bloom from the plantation of John T. Sanders, on which may be seen the lice which infest the cotton crop in that section. It is not thought that they will inflict much damage beyond delaying the growth of the plant. There have been plentiful rains in that vicinity and the crops are good."

JUTE BUTTS, BAGGING, &c.—Bagging has been taken in small parcels, and the trade is fair for the season. Prices are unchanged, holders still quoting 8c. for 1½ lbs., 8½c. for 1¼ lbs., 9½c. for 2 lbs. and 10½c. for standard grades, but a round lot

could be had at a shade less than these figures. Butts are in the same position. About 1,000 bales have been taken in small lots, but we hear of no large transactions. Prices are about steady, and holders are quoting 2½c. @ 2 13-16c. for paper grades up to 2½c. @ 2½c. for bagging qualities.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1881, has been as follows.

Monthly Receipts.	Year Beginning September 1.					
	1881.	1880.	1879.	1878.	1877.	1876.
Sept'mb'r	425,770	458,478	333,643	288,848	98,491	236,868
October...	837,349	968,318	888,492	689,264	578,533	675,260
Novemb'r	951,078	1,006,501	942,272	779,237	822,493	901,392
Decemb'r	983,440	1,020,802	956,464	893,664	900,119	787,769
January	543,912	571,701	647,140	618,727	689,610	500,680
February...	291,992	572,728	447,918	566,824	472,054	449,686
March...	257,099	476,582	264,913	303,955	340,525	182,937
April...	147,595	284,246	158,025	167,459	197,965	100,194
May.....	113,573	190,054	110,006	84,299	96,314	68,939
Total year	4,551,808	5,549,410	4,748,973	4,392,277	4,196,104	3,903,725
Per cent of tot. port receipts May 31 ..		94.47	94.94	98.78	96.55	96.67

This statement shows that up to May 31 the receipts at the ports this year were 997,602 bales less than in 1880-81 and 197,065 bales less than at the same time in 1879-80. By adding to the above totals to May 31 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.	1876-77.
Tot. My 31	4,551,808	5,549,410	4,748,973	4,392,277	4,196,104	3,903,725
June 1...	2,361	5,376	2,694	8.	2,269	1,351
" 2....	2,720	3,905	3,731	2,002	8.	1,254
" 3....	2,401	6,351	3,249	2,044	2,359	8.
" 4....	8.	5,842	4,569	1,886	2,396	2,821
" 5....	2,656	8.	2,316	1,041	1,243	2,809
" 6....	3,327	4,790	8.	1,557	1,704	1,812
" 7....	2,245	6,129	5,049	833	2,409	1,247
" 8....	2,002	3,306	2,691	8.	1,401	1,531
" 9....	2,993	4,381	2,913	1,748	8.	1,186
" 10....	1,865	4,984	2,013	954	2,686	8.
" 11....	8.	3,793	3,598	1,142	1,862	1,584
" 12....	3,105	8.	3,484	875	1,920	3,061
" 13....	2,190	6,754	8.	1,060	1,170	1,385
" 14....	1,880	5,719	4,037	1,021	2,192	640
" 15....	1,865	3,741	2,356	8.	1,505	1,121
" 16....	2,753	3,260	2,914	662	8.	1,186
Total.....	4,586,171	5,617,741	4,794,517	4,409,105	4,221,220	3,926,213
Percentage of total port receipts June 16		95.63	95.86	99.14	97.13	97.25

This statement shows that the receipts since Sept. 1 up to to-night are now 1,031,370 bales less than they were to the same day of the month in 1881 and 208,346 bales less than they were to the same day of the month in 1880. We add to the table the percentages of total port receipts which had been received to June 16 in each of the years named.

INDIA COTTON MOVEMENT FROM ALL PORTS.—The figures which are now collected for us, and forwarded by cable each Friday, of the shipments from Calcutta, Madras, Tuticorin, Carwar, &c., enable us, in connection with our previously-received report from Bombay, to furnish our readers with a full and complete India movement for each week. We first give the Bombay statement for the week and year, bringing the figures down to June 15.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1882.....	31,000	31,000	64,000	494,000	1,142,000	33,000	1,466,000	
1881.....	22,000	22,000	44,000	433,000	650,000	40,000	1,015,000	
1880.....	10,000	29,000	39,000	411,000	729,000	24,000	968,000	
1879.....	8,000	9,000	17,000	219,000	494,000	22,000	707,000	

According to the foregoing, Bombay appears to show a decrease compared with last year in the week's receipts of 7,000 bales, and an increase in shipments of 9,000 bales, and the shipments since January 1 show an increase of 492,000 bales. The movement at Calcutta, Madras, Tuticorin, Carwar, &c., for the same week and years has been as follows.

CALCUTTA, MADRAS, TUTICORIN, CARWAR, RANGOON AND KURRACHEE.

Year.	Shipments this week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
1882.....	7,000	1,000	8,000	218,000	110,000	328,000
1881.....	4,000	1,000	5,000	137,000	61,000	198,000
1880.....	6,000	4,000	10,000	174,000	67,000	241,000
1879.....	10,000	5,000	15,000	133,000	83,000	216,000

The above totals for this week show that the movement from the ports other than Bombay is 3,000 bales more than same week last year. For the whole of India, therefore, the total ship-

ments this week and since Jan. 1, 1882, and for the corresponding weeks and periods of the two previous years, are as follows.

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1882.		1881.		1880.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	31,000	1,142,000	22,000	650,000	28,000	729,000
All other ports.	8,000	328,000	5,000	198,000	10,000	241,000
Total.....	39,000	1,470,000	27,000	848,000	39,000	970,000

This last statement affords a very interesting comparison of the total movement for the week ending June 15 and for the three years up to date, at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, June 15.		1881-82.		1880-81.		1879-80.	
Receipts (cantars*)—		This week.		This week.		This week.	
Since Sept. 1		2,831,720		2,760,000		3,204,500	
Exports (bales)—		This week.		This week.		This week.	
To Liverpool.....		242,700		1,500		235,500	
To Continent.....		174,871		139,632		153,172,147	
Total Europe.....		417,571		1,500		375,132	

* A cantar is 98 lbs.

Our cable states: Business suspended; no report.

This statement shows that the receipts for the week ending June 15 were — cantars and the shipments to all Europe were — bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that business is quieter at firm prices. We give the prices of to-day below, and leave previous weeks' prices for comparison:

	1882.						1881.					
	32s Cop. Twist.			8 1/4 lbs. Shirts.			32s Cop. Twist.			8 1/4 lbs. Shirts.		
Apr 14	d. 9 3/4 @ 10	6	4 1/2 @ 7 10 3/4	6 11 1/2	9	2 9 3/4	d. 9 3/4 @ 10	6	4 1/2 @ 7 10 3/4	6 11 1/2	9	2 9 3/4
" 21	9 3/4 @ 10	6	4 1/2 @ 7 9	6 11 1/2	8 3/4	2 9 3/4	9 3/4 @ 10	6	4 1/2 @ 7 8 1/2	5 15 1/2	8 3/4	2 9 3/4
" 28	9 3/4 @ 10	6	4 1/2 @ 7 9	6 11 1/2	8 3/4	2 9 3/4	9 3/4 @ 10	6	4 1/2 @ 7 8 1/2	5 15 1/2	8 3/4	2 9 3/4
May 5	9 3/4 @ 10	6	4 1/2 @ 7 9	6 11 1/2	8 3/4	2 9 3/4	9 3/4 @ 10	6	4 1/2 @ 7 8 1/2	5 15 1/2	8 3/4	2 9 3/4
" 12	9 3/4 @ 10	6	4 1/2 @ 7 9	6 11 1/2	8 3/4	2 9 3/4	9 3/4 @ 10	6	4 1/2 @ 7 8 1/2	5 15 1/2	8 3/4	2 9 3/4
" 19	9 3/4 @ 10	6	4 1/2 @ 7 10 3/4	6 11 1/2	8 3/4	2 9 3/4	9 3/4 @ 10	6	4 1/2 @ 7 8 1/2	5 15 1/2	8 3/4	2 9 3/4
" 26	9 3/4 @ 10	6	4 1/2 @ 7 10 3/4	6 11 1/2	8 3/4	2 9 3/4	9 3/4 @ 10	6	4 1/2 @ 7 8 1/2	5 15 1/2	8 3/4	2 9 3/4
June 2	9 3/4 @ 10	6	4 1/2 @ 7 10 3/4	6 11 1/2	8 3/4	2 9 3/4	9 3/4 @ 10	6	4 1/2 @ 7 8 1/2	5 15 1/2	8 3/4	2 9 3/4
" 9	9 3/4 @ 10 3/4	6	4 1/2 @ 8 0	6 11 1/2	8 3/4	2 9 3/4	9 3/4 @ 10 3/4	6	4 1/2 @ 8 0	6 11 1/2	8 3/4	2 9 3/4
" 16	9 3/4 @ 10 3/4	6	4 1/2 @ 8 0	6 11 1/2	8 3/4	2 9 3/4	9 3/4 @ 10 3/4	6	4 1/2 @ 8 0	6 11 1/2	8 3/4	2 9 3/4

THE EXPORTS OF COTTON FROM NEW YORK THIS WEEK SHOW A DECREASE, AS COMPARED WITH LAST WEEK, THE TOTAL REACHING 14,619 BALES, AGAINST 14,746 BALES LAST WEEK.

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1881.

Exported to—	Week ending—				Total since Sept. 1.	Same period previous year.
	May 24.	May 31.	June 7.	June 14.		
Liverpool.....	6,103	5,400	9,383	10,028	373,032	343,966
Other British ports.....		2,555	1,600		16,457	21,016
TOTAL TO GREAT BRITAIN	6,103	7,955	10,983	10,028	389,509	366,982
Havre.....	560	798	772	647	29,498	31,067
Other French ports.....						1,439
TOTAL FRENCH.....	560	798	772	647	29,498	33,556
Bremen and Hanover.....	1,022	2,269	1,786	1,341	44,955	38,918
Hamburg.....	275		700	500	18,259	19,428
Other ports.....	1,900	402	500	2,103	10,981	39,319
TOTAL TO NORTH EUROPE	3,197	2,671	2,986	3,944	74,193	97,665
Spain, Op'rt, Gibralt'r, &c.....					6,038	3,570
All other.....		601			1,755	1,745
TOTAL SPAIN, &c.....		601			7,793	5,315
GRAND TOTAL.....	9,860	12,025	14,746	14,619	500,995	505,518

THE FOLLOWING ARE THE RECEIPTS OF COTTON AT NEW YORK, BOSTON, PHILADELPHIA AND BALTIMORE FOR THE PAST WEEK, AND SINCE SEPTEMBER 1, 1881:

Receipts from—	New York.		Boston.		Philadelphia.		Baltimore.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
N. Orleans	959	206,027						
Texas	347	124,735		3,676				
Savannah	1,260	239,906	269	37,459	12	31,247	552	72,231
Mobile	1	7,333		4,863				
Florida				2,226				
S. Carolina	638	166,061					590	25,237
N. Carolina	418	69,309					2	19,109
Virginia	790	183,974	536	53,929			287	79,838
North. pts.		1,832	521	103,583				56
Tenn., &c.	114	158,711	2,569	222,989	2,152	74,866	628	20,124
Foreign	58	3,699						
This year.	4,585	*	3,895	429,625	2,164	†	2,049	216,593
Last year.	9,059	†	4,967	393,596	2,732	87,027	5,275	239,400

* 1,161,587.

† 1,087,841

† 106,113

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 34,306 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week:

		Total bales.	
New York—To Liverpool, per steamers Adriatic, 1,212....		1,212	
Arizona, 2,163....		2,163	
Montreal, 1,104....		1,104	
To Havre, per steamer France, 647....		647	
To Bremen, per steamer Mosel, 1,341....		1,341	
To Hamburg, per steamer Suevia, 500....		500	
To Amsterdam, per steamer Surrey, 899....		899	
To Rotterdam, per steamers P. Caland, 61....		61	
To Copenhagen, per steamer Hekla, 1,043....		1,043	
New Orleans—To Liverpool, per steamers Chancellor, 4,500....		4,500	
Jamaican, 4,000....		4,000	
To Havre, per ship Crescent City, 4,530....		4,530	
CHARLESTON—To Liverpool, per bark Mistletoe, 2,217 Upland and 74 Sea Island....		2,291	
BALTIMORE—To Bremen, per steamers Hermann, 1,207....		1,207	
Strassburg, (additional) 121....		121	
BOSTON—To Liverpool, per steamers Iberian, 299....		299	
367....		367	
PHILADELPHIA—To Liverpool, per steamers British Prince, 1,200....		1,200	
Indiana, 600....		600	
Total.....		34,206	

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Havre.	Bremen.	Hamburg.	Amsterdam.	Rotterdam.	Copenhagen.	Total.
New York.....	10,023	647	1,341	500	899	161	1,043	14,619
N. Orleans.....	8,500	4,530						13,030
Charleston.....	2,291							2,291
Baltimore.....			1,328					1,328
Boston.....	1,138							1,138
Philadelph'a.....	1,800							1,800
Total.....	23,757	5,177	2,669	500	899	161	1,043	34,206

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	18 3/4 @ 16	18 3/4 @ 16	18 3/4 @ 16	18 3/4 @ 16	18 3/4 @ 16	18 3/4 @ 16
Do sail.....						
Havre, steam.....	11 3/4 @ 3 1/2	11 3/4 @ 3 1/2	11 3/4 @ 3 1/2	11 3/4 @ 3 1/2	11 3/4 @ 3 1/2	11 3/4 @ 3 1/2
Do sail.....						
Bremen, steam.....	5 1/8	5 1/8	5 1/8	5 1/8	5 1/8	5 1/8
Do sail.....						
Hamburg, steam d.	5 1/8	5 1/8	5 1/8	5 1/8	5 1/8	5 1/8
Do sail.....						
Amst'd'm, steam c.	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4
Do sail.....						
Baltic, steam.....	3 1/8 @ 13 1/4	3 1/8 @ 13 1/4	3 1/8 @ 13 1/4	3 1/8 @ 13 1/4	3 1/8 @ 13 1/4	3 1/8 @ 13 1/4
Do sail.....						

* Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port:

	May 26.	June 2.	June 9.	June 16.
Sales of the week.....	71,000	46,500	94,000	78,000
Of which exporters took.....	5,500	6,400	14,500	9,800
Of which speculators took.....	2,000	1,800	11,000	10,000
Sales American.....	48,000	31,000	55,000	42,000
Actual export.....	13,500	14,000	11,000	14,500
Forwarded.....	10,000	10,500	9,800	12,000
Total stock—Estimated.....	999,000	1,032,000	998,000	987,000
Of which American—Estimated.....	613,000	623,000	608,000	586,000
Total import of the week.....	81,000	106,000	55,000	54,000
Of which American.....	60,000	63,000	34,000	32,000
Amount afloat.....	405,000	356,000	326,000	295,000
Of which American.....	130,000	89,000	70,000	71,000

The tone of the Liverpool market for spots and futures each day of the week ending June 16, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday	Tuesday	Wednesday	Thursday	Friday
Market, } 12:30 P.M.	Quiet and steady.	Firm.	Quiet.	Fair demand freely met.	Steady.	Steady.
Mid. Up'ls	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4
Mid. Ori'ns	6 1/8	6 1/8	6 1/8	6 1/8	6 1/8	6 1/8
Sales.....	10,000	15,000	13,000	12,000	12,000	10,000
Spec. & exp.	2,000	2,000	2,000	3,000	3,000	2,000
Futures.						
Market, } 12:30 P.M.	Steady.	Dull.	Dull.	Quiet.	Firm.	Quiet and steady.
Market, } 4 P.M.	Sellers at previous quotat'ns.	Quiet and unchanged.	Flat.	Steady.	A shade easier.	Offerings free.

The actual sales of futures at Liverpool for the same week are given below. These sales are on the basis of Uplands, Low Middling clause, unless otherwise stated.

SATURDAY.

Delivery.	d.	Delivery.	d.	Delivery.	d.
June.....	6 1/4 @ 64	July-Aug.....	6 1/4 @ 64	Sept-Oct.....	6 1/4 @ 64
June-July.....	6 1/4 @ 64	Aug-Sept.....	6 1/4 @ 64	Oct-Nov.....	6 1/4 @ 64

MONDAY.

June.....	d.	July-Aug.....	d.	Sept-Oct.....	d.
June-July.....	6 1/4 @ 64	Aug-Sept.....	6 1/4 @ 64	Oct-Nov.....	6 1/4 @ 64

TUESDAY.

June-July.....	d.	Aug-Sept.....	d.	July-Aug.....	d.
July-Aug.....	6 1/4 @ 64	Sept-Oct.....	6 1/4 @ 64	Aug-Sept.....	6 1/4 @ 64

WEDNESDAY.			
Delivery.	d.	Delivery.	d.
June.....	64 ³ / ₄	Sept.-Oct.....	64 ³ / ₄
June-July.....	64 ³ / ₄	June-July.....	64 ³ / ₄
July-Aug.....	64 ³ / ₄	July-Aug.....	64 ³ / ₄
Aug-Sept.....	64 ³ / ₄	Aug-Sept.....	64 ³ / ₄
Sept.-Oct.....	64 ³ / ₄	Sept.-Oct.....	64 ³ / ₄
June-July.....	64 ³ / ₄	June-July.....	64 ³ / ₄
THURSDAY.			
June.....	64 ³ / ₄	Sept.-Oct.....	64 ³ / ₄
June-July.....	64 ³ / ₄	June-July.....	64 ³ / ₄
July-Aug.....	64 ³ / ₄	July-Aug.....	64 ³ / ₄
Aug-Sept.....	64 ³ / ₄	Aug-Sept.....	64 ³ / ₄
Sept.-Oct.....	64 ³ / ₄	Sept.-Oct.....	64 ³ / ₄
June-July.....	64 ³ / ₄	June-July.....	64 ³ / ₄
FRIDAY.			
June.....	64 ³ / ₄	Oct.-Nov.....	64 ³ / ₄
June-July.....	64 ³ / ₄	Nov.-Dec.....	64 ³ / ₄
July-Aug.....	64 ³ / ₄	June.....	64 ³ / ₄
Aug-Sept.....	64 ³ / ₄	July-Aug.....	64 ³ / ₄
Sept.-Oct.....	64 ³ / ₄	Aug-Sept.....	64 ³ / ₄
June-July.....	64 ³ / ₄	Sept.-Oct.....	64 ³ / ₄

BREADSTUFFS.

FRIDAY, P. M., June 16, 1882.

The flour market has continued to decline, and the trade has been confined to very moderate limits. Some of the more common grades are now cheaper than they were at this time last year, though wheat is about twenty-five cents higher than then. Holders are not disposed to allow the liberal receipts to accumulate and occasional sales are reported at marked concessions on recent quotations. Complaints are now common among the millers at the unprofitableness of the trade at the present prices. To-day the market was dull and heavy.

Wheat has declined materially within the past week, and it is said that a much greater fall in prices might have occurred but for fear of a corner on July, which continues to be the bugbear of the shorts. The crop advices are still in the main favorable, and if the reports concerning the probable yield of winter wheat prove true, it is believed that the Chicago clique's control of the market, on the bull side at least, can last but a few months longer at the most. There has been a fair speculation here, and at times a fair export trade, but the foreign sales have nevertheless reached anything but a liberal aggregate. To-day the market was dull, and 1@2½¢ lower; No. 2 red, "free on board," sold at \$1 38@1 39 cash, while options sold at \$1 41@1 43½¢ for June, \$1 26½¢@1 27½¢ for July, \$1 19@1 19½¢ for August and \$1 18@1 18½¢ for September. It has been hinted latterly that all the July shorts have been settled in Chicago that will be settled without arbitration. At the close to-day large transactions here both for export and on speculation transpired, most of the business on the spot being in No. 2 red at \$1 38@1 39 f. o. b.

Indian corn was firmer in the fore part of the week, and some advance in cash corn was caused by reports of continued rains at the West, though options were depressed. Latterly, however, more favorable weather in the growing sections has caused a general decline. It is now what is known as a "weather market," in which the fluctuations in prices are governed by the crop news. To-day the market was dull and lower; No. 2 mixed sold at 77½¢ for July, 78½¢ for August and 72½¢ seller the year.

Rye has declined and at the lower prices there has been rather more business. Malt has advanced.

Oats have been fairly active and show an advance for the week on the spot, after some irregularity, though options are lower. To-day the market was about steady; No. 2 mixed sold at 58½¢ for June, 55½¢@56¢ for July and 43¼@43½¢ for August.

The following are closing quotations:

FLOUR.			
No. 2 spring... 3 bbl.	\$2 75 @ 3 40	City shipping extras.	\$6 50 @ 6 90
No. 2 winter.....	3 00 @ 3 65	Southern bakers' and	6 40 @ 7 75
Superfine.....	3 80 @ 4 75	family brands.....	5 50 @ 6 50
Spring wheat extras.	4 75 @ 5 50	South'n slip'g extras.	5 50 @ 6 50
do bakers'.....	6 50 @ 8 00	dry flour, superfine..	3 80 @ 4 25
Wis. & Minn. rye mix.	6 00 @ 7 00	Corn meal.....	3 95 @ 4 10
Minn. clear and strait	5 50 @ 6 25	Western, &c.....	4 50 @ 4 55
Winter ship'g extras.	4 60 @ 5 32	Brandywine, &c.....	4 50 @ 4 55
do XX and XXX....	6 00 @ 7 25	Buckw't flour, 100 lbs.	.....
Patents.....	7 25 @ 9 50		

GRAIN.			
Wheat—		Oats—	
Spring, per bush.	\$1 10 @ 1 23	Mixed.....	59½ @ 60
Spring No. 2.....	1 24 @ 1 28	White.....	60 @ 67½
Red winter.....	1 23 @ 1 42½	No. 2 mixed.....	59½ @ ..
Red winter, No. 2	1 38 @ 1 42½	No. 2 white.....	62½ @ 63
White.....	1 30 @ 1 35	Barley.....	.....
Corn—West. mixed	74 @ 77	Canada No 1.....	.....
West. mix. No. 2.	77 @ ..	Canada bright.....	.....
Western yellow...	50 @ 95	State, 4-rowed.....	.....
Southern white...	90 @ 95	State, 2-rowed.....	.....
Southern yellow...	.....	Barley Malt.....	1 25 @ 1 40
Rye—Car lots.....	80 @ 83	Canada, 2-rowed.....	1 06 @ 1 12½
Boat loads.....	80 @ 83	State, 4-rowed.....	1 15 @ 1 22½

(From the "New York Produce Exchange Weekly.")
Receipts of flour and grain at Western lake and river ports for the week ending June 10, 1882:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
At—	(196 lbs.)	(60 lbs.)	(56 lbs.)	(32 lbs.)	(48 lbs.)	(56 lbs.)
Chicago.....	46,593	46,863	1,181,077	423,793	38,027	20,551
Milwaukee.....	69,038	101,473	83,930	37,230	20,095	9,550
Toledo.....	1,239	220,322	54,483	13,452	.....	.....
Detroit.....	1,805	72,135	23,568	15,135	1,617	.....
Cleveland.....	2,622	28,275	18,500	15,200	1,300	.....
St. Louis.....	24,406	63,722	226,730	154,257	5,230	682
Peoria.....	1,680	8,150	248,300	109,500	5,500	19,560
Duluth.....	4,200	33,832	.....	.....	.....	.....

Total..... 151,583 599,574 1,820,588 768,667 71,769 50,253
Same time '81. 170,807 1,739,684 2,732,397 1,743,582 56,374 25,197

Total receipts at same ports from Dec. 26, 1881, to June 10, 1882, inclusive, for four years:

	1881-82.	1880-81.	1879-80.	1878-79.
Flour..... bbls.	3,432,696	3,950,097	2,578,385	2,914,864
Wheat..... bush.	13,902,872	19,908,412	21,512,012	27,127,982
Corn.....	39,853,201	44,677,974	66,932,074	41,064,365
Oats.....	16,853,907	19,000,031	13,390,576	12,633,351
Barley.....	4,596,996	3,720,750	2,431,146	2,288,227
Rye.....	1,036,545	784,022	1,034,301	1,431,221

Total grain..... 76,373,521 89,100,189 105,300,109 84,545,146

Comparative receipts (crop movement) at same ports from August 1, 1881, to June 10, 1882, as compared with the previous three years:

	1881-82.	1880-81.	1879-80.	1878-79.
Flour..... bbls.	6,937,495	7,624,227	5,798,136	5,699,420
Wheat..... bush.	38,907,453	73,105,255	79,807,015	83,226,748
Corn.....	98,915,256	105,444,882	107,622,604	81,134,760
Oats.....	32,769,392	40,133,572	26,813,831	28,593,163
Barley.....	11,918,695	11,608,572	10,298,590	9,329,973
Rye.....	3,700,940	3,239,828	3,556,987	4,387,564

Total grain..... 186,211,736 233,553,073 228,393,327 206,672,208

Comparative shipments of flour and grain from the same ports from Dec. 26, 1881, to June 10, 1882, inclusive, for four years:

	1881-82.	1880-81.	1879-80.	1878-79.
Flour..... bbls.	3,230,854	3,856,183	2,392,795	3,090,956
Wheat..... bush.	9,979,386	20,506,791	21,282,549	24,007,761
Corn.....	31,030,858	36,812,995	49,651,070	34,600,938
Oats.....	13,267,694	14,945,488	10,441,272	9,285,055
Barley.....	2,029,136	1,915,500	1,551,883	1,932,894
Rye.....	1,230,261	1,007,201	895,290	1,267,413

Total grain..... 63,537,335 74,423,978 33,325,066 71,114,090

Rail shipments from Western lake and river ports for the weeks ended:

	1882.	1881.	1880.	1879.
	Week June 10.	Week June 11.	Week June 12.	Week June 14.
Flour..... bbls.	53,680	78,037	63,093	98,414
Wheat..... bush.	203,881	176,287	178,619	379,425
Corn.....	482,220	720,477	735,578	1,813,464
Oats.....	661,614	695,542	753,333	451,607
Barley.....	31,651	28,839	28,732	39,867
Rye.....	36,132	18,969	31,367	30,822

Total..... 1,114,928 1,631,114 1,727,629 3,706,245

Rail and lake shipments from same ports for last four weeks:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
June 10.....	128,632	796,191	2,055,207	711,389	31,651	36,132
June 3.....	156,166	377,660	1,586,519	533,834	17,393	32,538
May 27.....	127,184	450,004	1,072,816	696,639	47,407	46,274
May 20.....	156,112	779,639	1,024,382	665,976	29,746	126,692

Tot. 4 wks. 568,093 2,403,436 5,749,224 2,577,838 136,137 244,934
4 wks '81. 736,378 2,714,820 11,650,623 4,258,985 143,903 114,934

Receipts of flour and grain at seaboard ports for the week ended June 10:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	96,626	930,758	415,068	226,330	.....	57,200
Boston.....	47,222	.....	58,380	91,950	.....	425
Portland.....	2,200	.....	6,800	5,209	.....	.....
Montreal.....	20,150	199,351	1,400	49,115	706	1,300
Philadelphia.....	20,893	55,000	67,900	34,850	.....	.....
Baltimore.....	21,160	76,700	27,700	18,000	.....	.....
New Orleans.....	16,150	12,964	107,627	44,200	.....	.....

Total week..... 224,317 1,274,673 681,875 419,695 706 58,925
Cor. week '81. 245,600 2,732,774 2,346,387 627,170 11,035 6,402

Total receipts at same ports from Dec. 26, 1881, to June 10, 1882, as compared with the previous three years:

	1881-82.	1880-81.	1879-80.	1878-79.
Flour..... bbls.	5,017,111	5,922,203	4,017,967	4,531,207
Wheat..... bush.	13,714,034	36,219,233	30,923,833	33,343,252
Corn.....	17,395,858	43,156,215	61,134,450	54,169,580
Oats.....	10,812,956	10,329,473	10,566,987	9,125,394
Barley.....	2,260,574	2,017,363	1,580,678	1,130,636
Rye.....	712,791	851,654	731,266	1,885,290

Total grain..... 44,926,417 92,603,933 105,257,213 104,957,162

Exports from United States seaboard ports for week ending June 10, 1882:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Peas, bush.
From—						
New York.....	52,169	300,222	108,625	2,215	16,082	3,560
Boston.....	5,394	.....	41,447	.....	.....	.....
Portland.....	.....	.....	.....	.....	.....	.....
Montreal.....	23,412	145,230	75,888	20,164	16,843	104,540
Philadelphia.....	9,503	47,026	1,227	.....	.....	.....
Baltimore.....	17,395	.....	4,433	20	.....	.....
New Orleans.....	362	.....	3	3	.....	.....

Total for w'k 108,235 501,473 291,623 22,712 32,925 108,100
Same time '81. 134,314 2,312,102 1,483,076 119,429 11,191 103,873

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, June 10, 1882, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	2,077,222	1,388,961	478,957	486	209,637
Do. afloat (est.)	534,030	801,000	263,000	.....	56,000
Albany	97,000	22,000	55,000	.....	68,000
Buffalo	430,323	193,073	11,027	.....	1,077
Chicago	2,265,435	2,723,023	93,774	27,971	129,505
Indianapolis	759,488	53,978	1,649	23,484	47,221
Duluth	320,030	.....	.....	.....	.....
Toledo	432,842	93,378	11,689	.....	4,527
Detroit	109,784	12,067	21,294	.....	2,682
Oswego	70,000	45,000	.....	.....	80,000
St. Louis	83,022	291,711	24,693	.....	26,754
Boston	1,070	56,395	164,770	.....	1,073
Toronto	213,688	31,915	3,709	5,811	13,936
Montreal	110,664	63,195	16,993	2,368	52,065
Philadelphia	68,083	63,195	47,532	.....	.....
Peoria	5,011	101,832	49,189	1,313	112,594
Indianapolis	145,500	31,960	5,000	.....	18,200
Kansas City	57,451	25,204	7,067	.....	1,235
Baltimore	332,446	70,548	.....	.....	.....
Down Mississippi	482,395	978,254	706,390	35,151	41,182
On rail	667,310	2,311,951	48,497	.....	.....
On lake	796,529	845,000	.....	20,300	63,099
On canal	.....	.....	.....	.....	.....

Tot. June 10, '82.	10,057,797	10,269,511	2,017,617	118,112	964,387
Tot. June 3, '82.	9,547,679	9,945,011	2,052,108	92,474	986,718
Tot. May 27, '82.	9,727,798	9,294,180	2,264,975	130,607	1,017,931
Tot. May 20, '82.	9,894,221	8,158,139	1,896,678	189,701	999,119
Tot. May 13, '82.	10,208,831	8,551,281	1,873,675	264,407	1,002,016
Tot. June 11, '81.	17,220,573	11,522,238	6,332,463	321,569	276,108

The following statement, prepared by the Bureau of Statistics, will show the exports of domestic breadstuffs from the undermentioned customs districts, during the month of May, 1882, and for the eleven months ended the same, as compared with the corresponding months of the previous year:

Customs Districts.		Barley.		Indian corn.		Wheat.		Wheat flour.		Oats.		Rye.	
		Bushels.	Dollars.	Bushels.	Dollars.	Bushels.	Dollars.	Barrels.	Dollars.	Bushels.	Dollars.	Bushels.	Dollars.
New York	1,433,073	2,931,977	21,143,419	1,433,073	2,931,977	1,433,073	2,931,977	1,433,073	2,931,977	1,433,073	2,931,977	1,433,073	2,931,977
Philadelphia	14,883	34,777	75,450	14,883	34,777	14,883	34,777	14,883	34,777	14,883	34,777	14,883	34,777
Baltimore	337,665	490,167	29,499	337,665	490,167	337,665	490,167	337,665	490,167	337,665	490,167	337,665	490,167
New Orleans	6,838	8,336	60,610	6,838	8,336	6,838	8,336	6,838	8,336	6,838	8,336	6,838	8,336
San Francisco	2,072,953	2,992,336	307,023	2,072,953	2,992,336	2,072,953	2,992,336	2,072,953	2,992,336	2,072,953	2,992,336	2,072,953	2,992,336
Chicago	1,636,311	2,577,386	11,177	1,636,311	2,577,386	1,636,311	2,577,386	1,636,311	2,577,386	1,636,311	2,577,386	1,636,311	2,577,386
St. Louis	1,400	2,577	12,458	1,400	2,577	1,400	2,577	1,400	2,577	1,400	2,577	1,400	2,577
Key West	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
May, 1882.	10,057,797	10,269,511	2,017,617	10,057,797	10,269,511	10,057,797	10,269,511	10,057,797	10,269,511	10,057,797	10,269,511	10,057,797	10,269,511
May, 1881.	9,547,679	9,945,011	2,052,108	9,547,679	9,945,011	9,547,679	9,945,011	9,547,679	9,945,011	9,547,679	9,945,011	9,547,679	9,945,011
May, 1880.	9,727,798	9,294,180	2,264,975	9,727,798	9,294,180	9,727,798	9,294,180	9,727,798	9,294,180	9,727,798	9,294,180	9,727,798	9,294,180
May, 1879.	9,894,221	8,158,139	1,896,678	9,894,221	8,158,139	9,894,221	8,158,139	9,894,221	8,158,139	9,894,221	8,158,139	9,894,221	8,158,139
May, 1878.	10,208,831	8,551,281	1,873,675	10,208,831	8,551,281	10,208,831	8,551,281	10,208,831	8,551,281	10,208,831	8,551,281	10,208,831	8,551,281
May, 1877.	17,220,573	11,522,238	6,332,463	17,220,573	11,522,238	17,220,573	11,522,238	17,220,573	11,522,238	17,220,573	11,522,238	17,220,573	11,522,238

*Included in the foregoing totals are the reports from Milwaukee, New Haven, Portland, Richmond and Willamette, the details for May, 1882, being as follows:

	Milwaukee.	New Haven.	Portland.	Richmond.	Willamette.
Barley—
Bushels
Value
Indian corn—
Bushels
Value
Indian corn meal—
Barrels	1,475	.....	.....	.....
Value	7,160	.....	.....	.....
Oats—
Bushels	200	.....	.....	.....
Value	130	.....	.....	.....
Rye—
Bushels
Value
Wheat—
Bushels	176,673
Value	176,931
Wheat flour—
Barrels	625	90	6,225	16,642
Value	4,500	610	45,427	78,000
Total values—
May, 1882	110,000	11,700	610	45,427	254,931
May, 1881	5,710	137,116	159,944	561,759
11 months—
1882	379,010	68,897	213,032	1,436,878	6,145,905
1881	462,594	49,273	1,395,549	1,590,845	2,615,008

Exports of Provisions.

The following are the exports of provisions from New York, Boston, Baltimore, Philadelphia, Montreal, Portland and New Orleans, for week ending June 10, 1882, and their distribution:

To—	Pork, bbls.	Beef, bbls.	Lard, lbs.	Bacon, lbs.	Cheese, lbs.	Tallow, lbs.
London	.....	.....	33,000	480,465	26,400	48,000
Liverpool	261	128	1,400,153	3,685,162	2,727,720	253,000
Glasgow	.....	261	107,250	363,850	349,080	.....
W. Hartlepool	.....	3	229,181	44,450	.....	110,100
Hull	.....	.....	38,000	329,175	60,240	.....
Havre	.....	.....	12,500	.....	.....	.....
Bremen	25	.....	199,000	.....	.....	.....
Antwerp	10	10	611,000	552,500	74,820	.....
Rotterdam	.....	.....	11,190	.....	.....	38,400
Hamburg	.....	.....	123,750	.....	.....	.....
Amsterdam	.....	.....	7,500	.....	.....	.....
Brazil	5	.....	7,092	.....	.....	.....
Mexico	.....	.....	.....	.....	.....	4,105
Central Am.	90	15	3,917	.....	.....	.....
S. Am. ports	469	192	265,879	29,893	1,152	6,802
Cuba	361	105	48,563	2,595	1,918	.....
Hayti	420	4	16,800	1,728	809	.....
San Domingo	10	1	1,600	496	537	35,514
West Indies	1,077	333	190,907	29,843	21,305	.....
Brit. N.A. Col.	2,069	170	6,450	13,677	6,259	.....
Other count's	45	43	2,977	11,278	3,926	.....
Total week	4,833	1,265	3,316,709	5,445,490	2,747,797	495,921
Prev's week	5,168	1,772	2,132,112	4,217,333	1,547,651	496,332

THE DRY GOODS TRADE.

FRIDAY, P. M., June 16, 1882.

There has been a considerable influx of package buyers the past week, some of whom have commenced operations in staple fall goods on a liberal scale, owing to favorable crop reports and the probability of an early advance in West-bound freights. The demand for seasonable goods at first hands has shown little, if any, improvement, but a fair business in nearly all summer fabrics was done by leading jobbers, the activity of the retail trade having been reflected in a constant demand for small assorted lots by personal selection and through the medium of orders by mail and wire. Prices remain steady on the most desirable makes of domestic cotton and woolen goods, and staple imported fabrics are generally firm at unchanged quotations.

DOMESTIC COTTON GOODS.—The exports of cotton goods for the week were 2,629 packages, including 1,461 to China, 289 to Great Britain, 189 to Venezuela, 170 to U. S. of Colombia, 149 to Brazil, 131 to Argentine Republic, 83 to Mexico, &c. Bleached goods were in more active demand, and some large lots of leading makes were shipped "on memorandum" by agents. Brown cottons were also in somewhat better request, and liberal shipments of cotton flannels were made direct from the mills in execution of back orders. Colored cottons were only in moderate request, aside from ducks in which a fair business was reported. Prices of staple cotton goods are generally steady, but slight price and time concessions were made on certain makes of low-grade bleached goods, &c., in order to stimulate their distribution. Light prints ruled quiet, but dark prints were shipped in fair quantities by buyers desirous of economizing in the matter of freights. Gingham and wash fabrics were jobbed freely, but the demand at first hands was only moderate.

DOMESTIC WOOLEN GOODS.—There was an increased force of clothing manufacturers in the market, but their operations were mostly restricted to small lots of medium and fine cassimeres, suitings, chevots, worsteds and overcoatings, and new business was moderate in the aggregate. The movement in men's-wear woollens on account of former orders was continued on a liberal scale, and stocks are so well in hand that prices remain steady

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on all goods of a desirable character. For cloakings there was a fair but irregular demand, and low prices enabled agents to work off considerable lots of Kentucky jeans; but satinetts were lightly dealt in. Scarlet flannels have received more attention, and there was a fair business in colored blankets.

FOREIGN DRY GOODS were very quiet with importers, but a fair business in plain and fancy silks, dress goods, velvets, &c., was done by jobbers, and there was a steady though moderate call for linens, white goods, laces, &c., at unchanged prices.

Imports of Dry Goods.

The importations of dry goods at this port for the week ending June 15, 1882, and since January 1, and the same facts for the corresponding periods of 1881, are as follows:

Total at the port.	Total for consumption.	Total on market.	ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1882 AND 1881.			
			Week ending June 15, 1882.	Since Jan. 1, 1882.	Week ending June 15, 1881.	Since Jan. 1, 1881.
			Pkgs.	Value.	Pkgs.	Value.
Manufactures of—						
Wool.....	178	67,727	183	75,090	183	75,090
Cotton.....	178	67,727	183	75,090	183	75,090
Silk.....	178	67,727	183	75,090	183	75,090
Flax.....	178	67,727	183	75,090	183	75,090
Miscellaneous.....	178	67,727	183	75,090	183	75,090
Total.....	1,223	294,591	1,223	294,591	1,223	294,591
Entered for consumption.	2,823	930,072	2,823	930,072	2,823	930,072
Total at the port.	4,046	1,223,663	4,046	1,223,663	4,046	1,223,663

Imports of Leading Articles.

The following table, compiled from Custom House returns shows the foreign imports of leading articles at this port from Jan. 1 to June 9, 1882, and for corresponding period in 1881: [The quantity is given in packages when not otherwise specified.]

	1882.	1881.	1882.	1881.
China, &c.	10,957	8,363	133,160	101,866
China	24,538	22,204	71,841	143,751
Earthware	236,170	206,207	16,539	15,259
Glassware	19,043	20,213	9,250,031	9,127,752
Glass plate	6,651	4,836	937,344	402,350
Buttons	4,124	21,539	975,091	678,778
Coal, tons	22,364	32,712	7,753,633	6,912,765
Cocoa, bags	1,252,633	1,262,307	104,068	74,781
Coffee, bags	2,393	6,723	322,728	319,568
Cotton, bales	8,246	4,987	1,708,240	1,641,732
Drugs, &c.	16,212	10,314	452,309	479,252
Bark, Peru	2,013	2,013	40,573	25,000
Blea, powd.	30,690	37,726		
Cochineal	2,838	2,834		
Gambier	5,907	2,834		
Gum, Arab.	287	22,337		
Indigo	25,938	404		
Madder, &c.	180	2,803		
Oil, Olive	8,260	27,103		
Opium	24,186	27,103		
Soda, bi-ch.	38,346	2,409		
Soda, ash	4,239	1,100		
Flax	6,208	2,641		
Furs	195	140,863		
Gunny cloth	2,000	1,177		
Hair	177,534	3,057		
Hemp, bales	1,330	36,063		
Hides, &c.	4,747	1,905		
Hides, drsd	1,388			
India rubber				
Ivory				
Jewelry, &c.	1,463	806		
Jewelry	610	490		
Watches	163,627	111,890		
Linseed	62,322	40,452		
Molasses				
Metals, &c.	3,281	3,183		
Cutlery	481	525		
Hardware				

Receipts of Leading Articles of Domestic Produce.

The following table, based upon daily reports made to the New York Produce Exchange, shows the receipts of leading articles of domestic produce in New York for the week ending with Tuesday last (corresponding with the week for exports), also the receipts from Jan. 1, 1882, to that day, and for the corresponding period in 1881:

	Week ending June 13.	Since Jan. 1, 1882.	Same time last year.
Ashes.....	81	2,903	1,508
Beans.....	712	21,079	39,214
Breadstuffs.....	107,191	2,110,689	2,533,120
Flour, wheat.....	3,894	57,875	83,783
Corn meal.....	912,832	8,464,572	16,855,088
Wheat.....	17,900	636,903	522,208
Rye.....	335,052	7,056,317	14,986,667
Corn.....	257,450	6,144,526	5,276,423
Oats.....	30,590	2,863,516	2,383,960
Barley.....	13,700	413,170	127,819
Peas.....	7,911	468,510	476,422
Cotton.....	29,827	156,435	12,588
Cotton seed oil.....	59	269,043	46,758
Flax seed.....	2,622	59,799	75,946
Grass seed.....	1,520	27,929	21,503
Hides.....	617	30,381	37,820
Hops.....	68,767	1,520,487	1,199,725
Leather.....	10,047	226,334	51,813
Lead.....	34	75	3,138
Molasses.....		27,477	43,050
Naval Stores.....		675	1,003
Turpentine, crude.....	2,088	40,244	31,282
Turpentine, spirits.....	11,082	211,378	120,449
Rosin.....	15	14,889	12,440
Tar.....	50	238,795	312,178
Pitch.....	7,185	5,085	4,117
Oil cake.....	175		67,049
Oil, lard.....	1,607	35,766	58,442
Oil, whale.....		61,236	17,024
Provisions.....	860	47,474	546,298
Pork.....	17,343	480,193	556,218
Cutmeats.....	35,008	521,745	707,058
Butter.....	64,583	375,731	298,899
Cheese.....	18,419	161,414	134,477
Eggs.....	1,713	123,475	35,419
Lard.....	1,600	33,023	33,705
Lard, dressed.....	555	31,738	57,068
Hogs, dressed.....	3,384	45,958	8,862
Rice.....	439	8,058	7,917
Spelter.....		572	2,630
Stearine.....	170	1,890	24,910
Sugar.....	613	17,205	58,793
Sugar.....	1,904	55,076	34,815
Tallow.....	3,158	39,974	113,446
Tobacco.....	2,544	107,962	28,716
Tobacco.....	10,919	46,232	
Whiskey.....			
Wool.....			

Exports of Leading Articles of Domestic Produce.

The following table, based upon Custom House returns, shows the exports from New York of all leading articles of domestic produce for the week ending with Tuesday last; also the exports from the 1st of January, 1882, to that day, and for the corresponding period in 1881:

	Week ending June 13.	Since Jan. 1, 1882.	Same time last year.
Ashes, pots.....		437	562
Ashes, pearls.....		31	125
Beeswax.....		8,385	40,447
Breadstuffs.....	52,012	1,527,379	2,434,415
Flour, wheat.....	27	1,222	1,950
Flour, rye.....	2,690	47,300	10,225,712
Corn meal.....	200,469	8,490,300	593,908
Wheat.....	22,742	719,228	663,975
Rye.....	2,316	67,703	14,948
Oats.....		6,510	132,852
Barley.....	3,959	207,442	12,446,045
Peas.....	177,080	5,821,566	30,822
Corn.....	2,160	22,154	25,304
Candles.....	1,109	28,267	275,740
Coal.....	14,017	295,129	68,091
Cotton.....	2,629	67,639	38,904
Domestics.....	1,233	30,033	17,666
Hay.....	21	12,479	
Hops.....		245	3,922
Naval Stores.....		9,352	80,423
Crude turpentine.....	1,009	141,543	6,415
Spirits turpentine.....	10,350	7,671	2,441
Rosin.....	142	3,201	1,265,291
Tar.....	60	1,113,317	
Pitch.....	18,770		
Oil cake.....		80,103	104,641
Oil.....		17,064	119,599
Whale.....		5,825	168,275
Sperm.....		1,853	20,215
Lard.....		7,855,481	163,118,580
Linseed.....			
Petroleum.....			
Provisions.....	3,757	94,267	102,989
Pork.....	1,049	19,873	24,510
Beef.....	362	132,801,762	222,292,884
Cutmeats.....	4,211,902	2,835,693	7,363,928
Butter.....	235,572	26,024,956	35,566,987
Cheese.....	2,137,607	81,539,013	118,575,218
Lard.....	1,851,890	7,130	10,848
Lard.....	298	13,309,094	25,869,947
Rice.....	459,328	28,369	31,573
Tallow.....	983	23,114	22,734
Tobacco, leaf.....	1,359	2,887,649	2,832,933
Tobacco, bales and cases.....	148,042	129,717	59,800
Tobacco, manufactured.....			
Whalebone.....			